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The performance
sailing magazine



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SPECIAL VOLVO OCEAN RACE ROUND-UP ISSUE

INTERVIEW & ANALYSIS

Ian Walker

Abu Dhabi's winning skipper
reveals what it takes



- RACE HIGHLIGHTS
- DEE CAFFARI
- VOR'S FUTURE

PORTSMOUTH PREVIEW

America's Cup World Series

+ BEN AINSLIE

ON BOARD REPORT

Round the Island Race

+ GILES SCOTT

TEAM GBR INSIGHT

World Cup Weymouth

+ JOHN PINK
& STU BITHELL

BUILD-UP BEGINS

Bart's Bash

+ IAIN PERCY

EXPERT ADVICE

Big fleet tactics

HOW TO Get ahead of the pack

PWLLHELI GUIDE

Win at Wales' all-new
championship venue

FAREAST 28R

Testing the big sportsboat
with a small price tag

TP52 UPDATES

New designs going head
to head for Super Series

NICK CRAIG'S TIPS

How to transfer your
skills from boat to boat



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Photo: Sander van der Borch

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AUGUST 2015



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PAUL WIEH

A numbers game

Unless you have been on a very, very long offshore recently, you'll no doubt be aware of the sensational showdown that will be the opening round of the 2015-16 America's Cup World Series, due to take place this month within mere metres of Southsea seafront. It will be a fantastic opportunity to watch some history in the making.

Don't miss Y&Y's in-depth preview of all the action, both on and off the water (p16), and don't forget to download your free America's Cup World Series digimag via yachtsandyachting.co.uk, which features even more need-to-know insights.

With crowds of up to half a million predicted for the four-day event, it will of course be a great chance to demonstrate a truly inspiring side to our sport, and personally I hope it will motivate many non-sailing spectators to give sailing of some sort a go for themselves. Sailing clubs, particularly those in the Portsmouth vicinity, have a great chance to capitalise on the interest and excitement that this event is sure to raise: make sure *your* club's doors are open!

On that note, it was with concern that we received news of the difficulties facing Bawl Valley Sailing Club in Kent. The situation highlights

some of the realities clubs can be faced with in modern times, and the growing need for them to adopt a forward-thinking approach. We hope BVSC finds a speedy solution.

There was one event not short on support in numbers this month, and that was the J.P. Morgan Asset Management Round the Island Race. With champagne conditions, the race was a real treat to take part in this year. Although the view from the front of the fleet on board an IMOCA60 gave me an altogether different perspective from the last time I took part (which was on a J/70), being able to experience that alternative, and knowing I was one of some 16,000 people taking part, brought home to me some of the best things about sailing.

Georgie

Georgie Corlett-Pitt, Editor



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WRITERS THIS MONTH INCLUDE...



Nick Craig is a world-renowned amateur dinghy sailor, with unrivalled knowledge of how to make small boats go fast



Bob Fisher is one of the biggest names in yachting journalism, he has a passion and depth of knowledge that's second to none



Helen Fretter is based in Cowes and has worked as a sailing journalist for over 13 years and covered many of the world's best regattas

YACHTS & YACHTING

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NEWS



INCO UNRELEBT

Landing Land Rover

Ben Ainslie Racing has announced Land Rover as the title sponsor of its bid to win the America's Cup.

The announcement came at a press conference just days after the team's brand-new base in Camber Quay, Portsmouth, became operational.

The signing adds to the sense that Land Rover BAR is a genuine contender for the 35th America's Cup and the team is already looking beyond that. Recently announced CEO of BAR, Martin Whitmarsh drew parallels with the history of his former F1 team, McLaren, explaining that BAR is putting the building blocks in place to cultivate a long-term sporting legacy on British shores.

Everything in the new building is about sustainability and it's a philosophy that resonates throughout the campaign.

That this project is not just about the next America's Cup is emphasised by the team, with BAR's vision stretching years, decades even, into the future in terms of both sporting and business development.



HENRIK LUNGVIST

Match racing goes two-hull

Sailing's longest-running professional series, the World Match Racing Tour (WMRT) has been purchased by Sweden's Aston Harald AB, manufacturer of the M32 catamaran.

The acquisition marks a significant shift in direction for the ISAF-sanctioned tour, as Aston Harald also announced plans to construct a series of identical M32 catamarans to be based in the USA, Europe and Asia to be used at future WMRT events.



ONEDITION

ISAF team ruling sought

The International Sailing Federation Ranking system and in turn the qualification for the newly revamped ISAF World Cup takes no consideration for the role a crew performs as part of the team, it has emerged.

The recently revamped ISAF World Cup format aims to make the global rankings more directly relevant to the Olympic classes circuit by issuing invites to the top events based on a team's ranking position.

The problem with the system was brought to our attention when Nacra 17 sailor, Cecilia Carranza Saroli was told she would be unable to sail at the ISAF World Cup Weymouth and Portland after her regular helm, Santiago Lange, fell ill days ahead of the event. Carranza Saroli applied to be allowed to sail with a different helm for the event but was ultimately denied as she held no ranking points alone.

However, a quick glance through the entries into previous World Cup events this year, and the ISAF World Rankings, shows that a number of helms have sailed with different crews. For example Australian number two 49er helm, Joel Turner sailed in Miami at the start of this season with Nathan Outteridge's long-term crew Ian 'Goobs' Jensen. The pair were allowed to enter the racing and in the ranking that followed Turner

gained the relevant ranking points for his finishing position in Miami – with Jensen added to the rankings as another crew – there are some helms listed in the rankings with three or more crews.

Y&Y spoke to ISAF about this issue but they were unable to provide any firm answers. "It is a policy that has always been in place, just ranking the helms," commented ISAF Event Administrator Catherine Mason. "I am not sure when it was put in place or why but it is something we will be looking into." Encouraging perhaps, but the Federation has yet to draw up the list of items to be discussed at the next ISAF meeting nor are they able to say that there are any plans to discuss this issue at any specific date.

Above
Nacra 17 racing at the ISAF World Cup, Weymouth and Portland

Below
Cecilia Carranza Saroli and Santiago Lange training on their Nacra 17



ALDIS COURCOUX

↓
IN
NUMBERS

THEY SAID...

Spindrift collision results in amputation

A woman has been admitted to hospital and has lost both of her legs following a collision with Spindrift Racing's 40m trimaran and the Marshall RIB upon which she was a passenger at the start of the Volvo Ocean Race leg to Gothenburg.

Due to the severity of the injury and the potential for legal proceedings, reports are sketchy and there has been little official information released. A statement from Volvo Ocean Race following

the incident stated that: "A woman has been seriously injured and is currently receiving treatment at the hospital in Lorient.

"We are concerned about her wellbeing and remain in close contact with the Lorient stopover organisation and local authorities. We will give you more information as soon as we have it."

Spindrift Racing temporarily ceased operations out of respect for the injured party.



ESS: The future is foiling

The company behind the Extreme Sailing Series, OC Sport has announced plans to develop a new class of foiling catamaran for future editions of the event.

"We have always spoken about an evolution of the boat when the time was right, and now with our 10-year anniversary looming in 2016 it's time to move," explained OC Sport executive chairman Mark Turner, who has long downplayed the need for the series to move to foiling to stay relevant.

The stated intention of the series has always been to put sailing right in front of spectators, so to move courses further from shore for a foiler is not acceptable.

But a new, adaptable design might hold the answer.

"We have a whole package of changes to be announced in the coming months to the event format – for now we can simply announce that we have started the development of a new class of foiling boat, with the option for sailing in non-foiling mode where the smallest of stadiums requires it," explains Turner.

"The core of ESS has always and will continue to be stadium racing, captivating spectators racing just metres from the shore. Making use of our open water days to foil, or a combination of venues over the whole year that allow for foiling and stadium racing are all being considered."

000,240

Our estimate of the number of Volvo Ocean Race miles Bouwe Bekking has sailed in his seven attempts at the race – the moon is 238,855 miles away

32

Number of races held at the ESS Cardiff

1,389

Number of finishers in this year's Round the Island Race

179,000

Square footage of the recently opened Land Rover BAR building in Portsmouth

"I said at the start of the race that I was confident, but there are a hundred ways to lose this race, but only one way to win it. And it just all came together for us perfectly."

IAN WALKER sounding more relieved than jubilant following his win skipping Abu Dhabi to victory in the Volvo Ocean Race.

"There were teams who chose to put a radar tracker at the top of their rig in the last Volvo even with the associated weight penalty and were tracking their competitors throughout the entire race without their competitors' knowledge – but it was legal."

Volvo Ocean Race CEO, **KNUT FORSTAD** responds to some of the complaints from the sailors about AIS tracking of competitors, which became mandatory for this edition.



"Not a good way to end the day's racing on the GC[32]! Guttled I'm going to miss the two best days' sailing of the entire year."

LEIGH McMILLAN, who missed foiling his GC32 in the Round the Island Race after badly dislocating his finger on the trampoline webbing during racing on the Solent.

"It's not like normal racing as you and I know it. Usually you don't have a moment to make any decisions. You just make a plan before the race and then spend most of the rest of the time tacking, gybing or avoiding collisions."

STEVIE MORRISON explains the challenges of moving to the Extreme Sailing Series after a breezy day in Cardiff.

"Defence [of] the Little America's Cup in Geneva from 13-20 September."

From **GROUPAMA TEAM FRANCE's** press release announcing their full entry into the America's Cup. Also listing its entry into the 'Little America's Cup' which is banned from using the words 'America's Cup' in its title due to an enforced injunction from America's Cup authorities. Whoops.

"I was planning to cross behind the fleet at the start and get over to the right out of the tide. But the fleet were hanging back so I went for it."

PENNY CLARK recalls port tacking the fleet at the Moth Nationals.



IN BRIEF

SPONSORSHIP

Crewsaver has been announced as Artemis Racing's safety supplier for the America's Cup

Sponsorship **Magic Marine** is title sponsor for the Optimist European Championships in Pwllheli

Event Armin Strom Sailing won the **GC32 Cowes Cup**



Replaced The **RS200** will replace the Topper Argo as the boat to be used at the Endeavour Trophy 2015

Selected **Team GBR** has announced representatives at the Olympic Test Event in Brazil with the exception of the Laser and the Women's RSX windsurfer

Awarded **Natasha Lambert**, also known as 'Miss Isle', the young sailor who has completed four major challenges in the last four years, has received the British Empire Medal in the Queen's Birthday Honours list

Birthday **Weymouth and Portland National Sailing Academy** has been celebrating 10 years since the Academy was opened

Event Lionheart has won the **J-Class Falmouth Regatta**. The event saw three of the magnificent boats take to the water and went down to the final race

New deal **MDL Marinas** has signed up as partner to Ben Ainslie Racing for six years

Corrected Last month we listed the Laser's hull weight as 40kg in our D-Zero test. The weight is 58kg



ALEX SCORCOK

Roberts shines in Solitaire du Figaro

Alan Roberts has become the top British Solitaire du Figaro – Eric Bompard finisher in 40 years. Alan, sponsored by Magma Structures, has gone from strength to strength since starting his second Solitaire in Bordeaux on 31 May 2015.

Finishing 24th in Leg 1, 10th in Leg 2, 9th in Leg 3 and

14th in Leg 4, Alan completed the 1,661 mile 2015 Solitaire du Figaro in an accumulative time of 12 days, four hours, 14 minutes and 4 seconds.

Further British success came from Robin Elsey when he crossed the finish line in 13th place on the fourth stage of the race, concluding his first

Solitaire du Figaro at the top of the Rookie podium. "This stage was very interesting," commented Elsey. "It is not very far from my home and these are waters that I know well. The end, with the pack ending up together, was great fun. This whole Solitaire was fun and I cannot wait to come back!"

WIN A VENDÉE GLOBE BOAT

A sailor has hit upon a unique idea to help him enter the Vendée Globe with his FaceOcean project.

The concept of the crowdfunded campaign is to give the helm of the boat away to a randomly selected supporter following the conclusion of the race.

The sailor in question, one Sébastien Destremau has participated in five America's Cup campaigns and says the goal of this project is to share the Vendée experience with thousands of fans, finish the solo non-stop round the world race and present the winner with the opportunity to take the helm in the 2020 Vendée Globe.

FAREWELL BONDY

Alan Bond, who died on 5 June, failing to recover from invasive heart surgery, was both lauded and pilloried in his adopted homeland of Australia, writes **Bob Fisher**. Branded a 'likeable rogue' by some, he was Australian of the Year in 1979 and four years later added to his fame by bankrolling the first challenge to succeed in the America's Cup with the winged-keeled Australia II, and in so doing ended the longest-running sporting tenure.

Bondy had more than his fair share of ups and downs throughout all areas of his life – commercial and personal – but once he had accepted a friend, he never lost them. Throughout the world, Bondy will be sadly missed by his many friends.

Southampton Boat Show tickets are now on sale. Y&Y readers can get a £7 discount using the code 'EX12'

GREAT READING

This month, our sister title *Sailing Today* puts Beneteau's flagship Oceanis 60 to the test and revisits 200 years of the Royal Yacht Squadron. Also in this issue is the opening of voting for the Sailing Today Awards.

Meanwhile *Classic Boat* brings you the story of the Linton Hope schooner Morwenna, and reveals a 100mph plus Maserati racing hydroplane – almost guaranteed to kill you. *CB* also this month visits the busy Norfolk Broads boatbuilder, Belough Boatyard.





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COMMERCIAL CONCERNS

A sailing club in Kent looks close to going into administration after defaulting on its rent. **TOBY HEPPELL** takes a look at the situation

Bewl Valley SC in Kent is hoping that a fresh round of negotiations can prevent it from going into administration, after the club's flag officers admitted they were unable to continue to pay their rent.

The land on which the club sits is owned by Bewl Water Boating Ltd of which David Sullivan, the multimillionaire businessman who also owns West Ham football club, holds the controlling stake. The club's rent was renegotiated in 2008 when the reservoir was purchased by Bewl Water Boating from Southern Water and currently stands at £160,000 per annum – other clubs in the surrounding area are reported to pay typically less than a quarter of this rate.

BVSC had a long-standing agreement with the landlord to pay the rent in monthly instalments, but after making the club's financial position clear to the landlord they received an invoice for a full quarter – as per the terms of the original lease.

In a statement from the RYA, the association states that: "It is deeply regrettable that by apparently insisting on the club paying the next three months' rent in advance the club's landlord has crystallised the club's difficulties, forcing the directors to announce their notice of intention to appoint administrators."

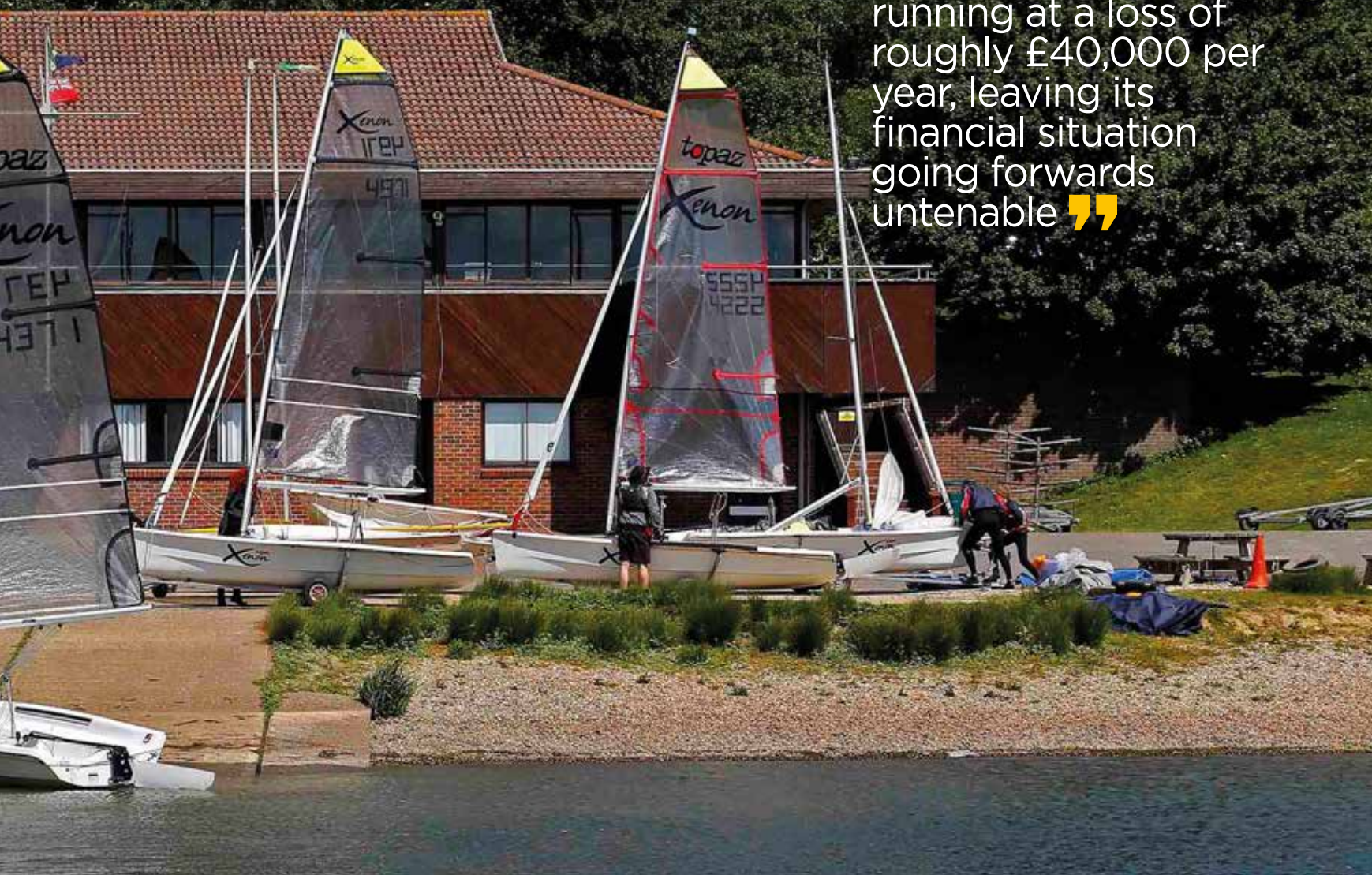
Since that time, the landlord has reversed its position and reverted to monthly invoices but with notice having been filed, for BVSC to pay now would

mean favouring one specific creditor, of several. Certainly the decision will have crystallised the club's financial woes but concerns run much deeper. A look through the publically available financial records indicates that BVSC has been running at a loss of roughly £40,000 per year, leaving its financial situation going forwards untenable.

Additionally with the lion's share of the club's annual income generated by membership renewals at the start of each year, it seems somewhat unlikely that the calling in of the remainder of the rent is anything other than fast-forwarding the inevitable.

Since the initial announcement, BVSC has held an Extraordinary General Meeting, for which the clubhouse was standing-room-only, such was the

“ BVSC has been running at a loss of roughly £40,000 per year, leaving its financial situation going forwards untenable ”



turnout of the membership. From this discussion it has emerged that Bewl Water Boating has made contact and is willing to get around the table to potentially re-negotiate the terms of the lease.

In a statement following the meeting the club officers said: “The members have shown unanimous support for the actions taken to date and given the flag officers and main committee a mandate to secure the future of our club.”

However, with the club running at such a significant loss, and a tailing off in membership numbers – which according to BVSC have dipped from 1,200 in 2006 to around 600 in 2015 – it would seem that to give the club any shot at continuing in a stable manner, a reduction of rent by something in the region of 50 per cent would need to be negotiated.

Whatever the outcome of negotiations, the situation points to two larger concerns in the sailing community.

Firstly the difficulty of running a volunteer-led, amateur sports club on commercially owned land, and a decreasing volunteer ethos.

Although BVSC believes the current rent to be above that of similar commercial entities in the surrounding area, the nature of a commercial landlord will always be to maximise profit on its investment. And this view will always be at loggerheads with a sailing club's mostly not-for-profit ethos.

Even setting the rental concerns aside though, it is interesting to note that BVSC stated after the EGM that: “The members also showed overwhelming support to improve the volunteering ethos of the club.”

Speaking to Y&Y, Vice Commodore of BVSC, Trevor Spink explained: “The club had been offering people a reduction in their club fees for duties over and above the minimum required of all our members. Obviously things like

Above
Bewl Valley
SC is located
on Bewl Water
southeast of Royal
Tunbridge Wells

this are untenable going forwards. If we had much deeper pockets we might be able to offer such things but we need to regroup and get the club back on its feet and that requires that we need willing volunteers. After all, spending time on the water in whatever capacity is much better than a day in the office.”

It would seem that the signing of a lease above that which the club could pay coupled with a decline in membership and a decline in members willing to volunteer their time have all come together to put the club at risk – compounded by the commercial interests of the landlord.

Whatever the results of the re-negotiations it would seem that ultimately to secure its future, the club needs either a landlord which is amenable to its needs over and above commercial concerns, or an entity that would be willing to purchase the land for the club's continued use. ■

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Bob Fisher

OPINION



The Fish was in Newport, Rhode Island for the recent Volvo Ocean Race stopover to report on the latest goings-on in sailing stateside

Sailing venues have a special value to the travelling sailor. Early in my career Whitstable was one of the not-to-be-missed places. Back in the days of Frank Dwyer, the club encouraged us to have fun and made us feel welcome. But as we move on, we still find opportunities to revisit some old haunts and one of which I am fond cropped up when following the Volvo Ocean Race – Newport, Rhode Island.

Robert Sanderson provided me with my first opportunity to visit Newport, RI, to see the last two races of the 1967 America's Cup after Reg White and I had won what was then called the Little America's Cup. What I found was a sailing venue with a friendly warmth and, with it, the Cup racing. It became a repeated summer home on many occasions, so that by the time the Cup left in 1983, I had spent a total of 163 weeks there!

It was, therefore, with a smile on my face that I arrived for the Volvo Ocean Race stopover. Sure it has changed from the heady days of the Cup races, when 'the press' were huddled into the Armory on Thames Street, near to the wharves where the 12 Metres were kept. Thames Street is still busy, but without the bustling of marine business for which it was famed. The New York YC now has a magnificent clubhouse – Harbor Court – which its members admit is the result of them no longer spending their wealth on syndicates to keep the Cup, and the old navy area at Fort Adams has been demobilised and has become a yachting centre.

It was to there I made my way, to the same place that the America's Cup World Series had been held three years earlier, to find an even bigger crowd coming through the gates. Sail Newport, led by Brad Reed, together with the boats' sponsors, turned this area into a not-to-be-missed show on and off the water – the best ever for a stopover in the Volvo Ocean Race in America.

True, there were a few pro-am races, but the in-port race was a stunner for



“Crowds of over 125,000 graced Fort Adams for the stopover. I wished I'd had the ice cream franchise!”

the crowds ashore. The course took the boats from the Newport Bridge, down the narrow harbour entrance passing Castle Hill, on waters that were only used by the 12 Metres to get to the America's Cup racecourse more than two miles offshore. Little wonder the Volvo attracted big crowds – over 125,000 graced Fort Adams for the stopover. I wished I'd had the ice cream franchise!

Old Newport, around the Bannister's Wharf area, was still its crowded self on a Saturday evening with a difficulty to obtain a booking for dinner at the Clarke Cooke House. Happily, my host, Dan Nerney, had pre-empted the rush and we were able to enjoy fine local seafood and steaks. There's nothing quite like that ambience...

I was going through some information on the sailing events in the PanAm Games when I stopped, unable to believe what I read: "There is no US qualifier in the J/24 class." There are more world champions, still sailing, in the USA than you can shake a stick at. What possibly can have gone wrong?

My first call was to Stuart Johnstone, who quickly tackled the class, US Sailing

director Josh Adams, and anyone who could shine a light on this unlikely situation and here is what he discovered:

"The 2014 J/24 North Americans in Mexico was selected by PASF as the only North American country qualifying event. The USA teams showed up with mixed nationality teams, which disqualified them from the qualifying. That was the only North American qualifier because Canada received the host berth. There was some talk of a USA team going to South America to qualify but no one could put it together after US sailing rejected funding because the skipper (Mike Ingham) was a professional sailor. The US class asked to be put on the list if someone backed out but that has not happened to date."

Stuart admits that it is a highly embarrassing situation, perhaps comparable with the IFDS failure to maintain sailing in the Paralympic Games. The only compensation for the International J/24 class is that it is still well represented by two North American and four South American teams, but someone at US Sailing failed in their duty.

Back to the Volvo Ocean Race... Away from the re-start from Lisbon, I was able to spend two hours glued to my computer screen, enjoying watching it live. Place alterations galore due to huge wind variations and tidal changes, much to watch and considered commentary – it's easy to see how the race organisation has improved and kept its following. ▣

Above
Newport hosts the VOR fleet – the Fish first visited the Rhode Island venue in 1967

One of the biggest names in yachting journalism, Bob Fisher has a passion and depth of knowledge that's second to none

Andy Rice

DINGHIES



Drawing inspiration from a man who has overcome the odds to continue his sailing career in a way he never thought possible

Reporting at the Delta Lloyd Regatta in Holland recently, one of the classes I got to know better was the 2.4mR. Our own Paralympic gold medallist from London 2012, Helena Lucas, has become the first athlete to be selected to Team GB for Rio 2016. Helena remains right at the top of her game, although she has been pushed very hard for the past few years by Megan Pascoe. Indeed Megan was still the world number one on the ISAF ranking when I met her at the Medemblik regatta in May, even though she was in fact there to compete in a Skud for the first time.

It was clear that while Megan was enjoying racing in a doublehander with her new helmsman, Will Street, she was missing the 2.4mR. It's a good looking little boat that moves very gracefully through the water, much like a scaled-down 12 Metre from the old days of the America's Cup. And talking of the Cup, it's not often that you see a veteran of the America's Cup turn up in a Paralympic class, so I was more than a little surprised to bump into American professional sailor Dee Smith.

What was one of the USA's most accomplished (and probably best paid) sailors doing in a tiny 2.4mR in cold and damp Medemblik? It all started eight years ago in Valencia during the 32nd America's Cup, when Dee was diagnosed with cancer, indeed a cancer that had already gone undetected for many years and had eaten away much of his spine. Dee was given only a few months to live, yet somehow survived major surgery to replace his cancerous vertebrae with metal substitutes, and has managed to keep the cancer at bay ever since.

Then, when working as a wind spotter for Emirates Team New Zealand in his home town of San Francisco during summer 2013, he was knocked off his bike and lost much of the use of one leg and one arm. Dee thought his days of even stepping on board a boat were over, but wanted to stay involved in the sport. "I had a big surgery last year, another one of many, and I went to the



“Eight years ago in Valencia during the 32nd America's Cup, Dee Smith was diagnosed with cancer, and given a few months to live”

technical director of the US Olympics team and told him that I should coach the team in tactics and strategy to help the team get along. And he says, 'That's a really good idea, but if you want to help us to win medals, then you should sail.' And I said, 'Well, I can't sail anything, I'm too old!' And he goes, 'Paralympics.' And I go, 'No, wait a minute. I'm not disabled.' And he says, 'I think you'll qualify.' And he was absolutely right, and here I am, trying to learn the class and learn the boat and I'm going to go for it and try to enter the Paralympics in Rio next year, and hopefully get good enough to maybe bring a medal home.”

Dee has come to terms with being a Paralympic competitor, although it wasn't easy at first. "I have to say that the reality of being disabled has finally set in and it wasn't easy to accept, for sure, because I was in complete denial that I was disabled. But coming out here and sailing with all these guys and watching

them get around, I have so much respect for everybody, and they're really good people. They definitely deserve to be able to sail and I really hope that Paralympic sailing gets reinstated after 2016.”

One of the biggest challenges of the 2.4mR is how low to the water you are, and how little you can see of the gusts and the shifts on the water. "I'm starting to get used to that," he says. "As a tactical guy you use whatever you have to read the conditions and I'm just learning that it's a different way of reading. When you're on a big boat, you're 15 feet over the water and you can see pretty much up the whole race course. Here you have to use other things to tell you about the shifts in the conditions, and I'm starting to understand it. First there's the compass, and then having the natural ability of feeling the shifts. It is a little bit more of sailing by using your sense of smell than it is by sight, and you have to sense it a little bit more.”

There is a huge range of ages in the 2.4mR fleet, but Dee hopes his many years of experience will stand him in good stead in his quest for a Paralympic medal. "Old age and treachery will always beat youth and skill," he laughs, admitting that in his younger years he used to argue the opposite. It will be fascinating to see if Dee's old age and treachery will carry him through to Rio next year. ■

Above
Dee Smith is learning to master a whole set of new skills in the 2.4mR

Musto Skiff sailor Andy Rice has unparalleled knowledge of the dinghy sailing scene, from grassroots to Olympic level



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ORACLE TEAM USA PHOTO JOHN VON SEEBUR

CUP COMES HOME

“ Overall ranking position will determine the starting points score of the teams in the America’s Cup Qualifiers in 2017 ”



As challengers and defender alike assemble in Portsmouth to contest the opening stages of the 35th America’s Cup, **Bob Fisher** looks at the line-up, both on and off the water →



SANDER VAN DER BORGH/ARTEMIS RACING

Every point counts!

- The ACWS races taking place in Portsmouth are not simply for show. Overall ranking position gained by teams in the America's Cup World Series 2015-16 will determine the starting points score of the teams in the America's Cup Qualifiers in 2017.
- ACWS racing takes place in 45ft foiling one-design wingsail cats.
- The ACWS continues in Gothenburg, (27-30 August) and Bermuda (16-18 October). A further four to six events are expected in 2016, including a return to Portsmouth on 21-24 July.



SANDER VAN DER BORGH/ARTEMIS RACING



When the first two teams meet in anger on Saturday 25 July, it will be 28 days short of 164 years since racing took place for the America's Cup on the Solent. The Louis Vuitton America's Cup World Series 2015-16 results will count towards the seeding for the Challenger Eliminations in two years' time and thus form part of the competition for the 100 Guineas Cup, crafted by Robert Garrard in 1848, purchased off the shelf as a prize for an all-comers race around the Isle of Wight on 22 August 1851.

There are two distinct sides to the Portsmouth-based fixture – the sailing and the event. The entire World Series is now sponsored by Louis Vuitton – not, one hastens to add, with the management formerly used, so no more will the experienced and knowledgeable figure of Bruno Troublé be seen, but from the Paris headquarters of the elite luggage manufacturers. At Portsmouth, the event is organised by Sir Keith Mills' Team Origin Events, which carried out the same function for the Olympics in Weymouth, and the racing by America's Cup Race Management under the guiding hand of Iain Murray, regatta director, so there will certainly be no shortcomings there.

For the four days that the Southsea

seafront site is open, there will be a family-friendly environment with much to do and see, providing entertainment for young and old. It will be a four-day festival – with technology explanations, merchandising, live music and active involvement opportunities for all ages. During the four days there will be many chances to see the one-design foiling AC45Fs in action – the first two days in practice and the World Series racing on the two days of the weekend.

This is definitely a not-to-be-missed event and uppermost of its features is the racing. The foiling AC45Fs are now close to the speed of the 72-footers used in the Cup races two years ago and the six teams will engage in fleet racing around courses with turning marks close to the Southsea seafront. Given a decent breeze, this should have any non-sailing spectators wondering why they have been missing this.

The six teams are headed by the defender, Oracle Team USA, skippered by Jimmy Spithill. The Cup rules this time allow the defender to race in all events until the final challenger selection trials in Bermuda – if you win the Cup, you make the rules to suit your team, never mind sticking with the original concept of meeting the opposition for the first time in the final match. But the Oracle team has lost several of its key sailors since 2013, not least of them, Sir



TIMETABLE

FIRST THURSDAY

11am

Arrival of America's Cup at race village

11.15am-12.30pm

Moth racing, kite surfing

1pm-2.30pm

Parade of sail - all teams

3pm-4pm

Official presentation of skippers

7pm-7.30pm

Official opening ceremony

8pm-10pm

South Coast Proms with Massed Bands of Her Majesty's Royal Marines, ending with fireworks

FAST FRIDAY

11.15am-12.30pm

Moth racing, kite surfing

12.30pm

Red Arrows display as boats head out

1.30pm-3pm

Practice races

7.15pm-9.30pm

South Coast Proms with Massed Bands of Her Majesty's Royal Marines, ending with fireworks

BIG SATURDAY

10.30am

Red Bull Matadors Aerobic Team display

11.15am-12.30pm

Moth racing, kite surfing

12pm

Red Bull Matadors Aerobic Team

1.30pm-3pm

Races 1 and 2

4.30pm

Blades Aerobic Display Team

6.30pm-11.15pm

Portsmouth Live! Concert with Spandau Ballet, Wet Wet Wet, McBusted, Carly Rae Jepsen

SUPER SUNDAY

11.15am-12.30pm

Moth racing, kite surfing

12pm

Trig Aerobic Team aerial display

1.30pm-3pm

Races 3 and 4

4.30pm-5.30pm

Prizegiving with guest VIPs

5.30pm

Spitfire air display finale

Ben Ainslie. It has, however, retained Kyle Langford, the wing trimmer and Tom Slingsby, now sailing team manager.

Also retained from the 2013 team are Kinley Fowler, Rome Kirby, Joey Newton and Joe Spooner. New to the team is Laser Olympian, Andrew Campbell. As before, Oracle Team USA's coach is Philippe Presti. This team will start favourites, by rote – unbeaten since the 9-8, come-from-behind victory over Emirates Team New Zealand in San Francisco Bay nearly two years ago.

NEW CONTENDERS

Newest of the challengers is the recently announced SoftBank Team Japan from the Kansai YC. Formed at the end of April, this team's first major move was to hire the ETNZ-rejected skipper, Dean Barker as CEO and skipper, who brings with him a welter of experience in the boats. The general manager is Kazuhiko Sofuku, who was bowman with the Nippon Challenge on four occasions culminating in 2000 in the Challenger series.

The latest addition to the Japanese team is British Olympian, Chris Draper, who became available when the Luna Rossa team was withdrawn. "We were all really disappointed when Luna Rossa was withdrawn, we had all put a lot of time and effort into the campaign and were pretty advanced in our plans," Draper comments. "But the opportunity

to start building a team from the ground up is really exciting so it was great to get the call from Dean [Barker]."

Chris has been practising in foiling 45-footers for the past year in Sardinia – and has most recently been seen back on the Extreme Sailing Series circuit helming GAC Pindar in Cardiff after a four-year absence from the event – and should rightly steer the SoftBank entry, from his official position as sailing director – although he has said that Barker will steer in Portsmouth. "Dean and I had built quite a lot of respect and have sailed against each other quite a lot [during the last Cup cycle] in Auckland. At the moment the main focus is to be up and running for the event in Portsmouth and we will see where we go from there." One should remember that the official cause of Barker's break-up with ETNZ was because Grant Dalton wanted him to stop steering and become sailing director – though whether there was more to the decision than just this remains unclear.

Little is known about Team France except that Franck Cammas, the current holder of the Little Cup – the C-class equivalent – will be the skipper. The team does not wish to reveal more than the involvement of Michel Desjoyeaux and Olivier de Kersauson, but neither are likely to sail. Somewhere in the background is the talent behind the Groupama campaigns. →

Above
Turning marks for the six teams will be close to the Southsea seafront



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LUVO IMAGES

RETURNING CHALLENGERS

Returning to the fray is a strengthened Artemis Team from the Royal Swedish YC. Iain Percy leads this team as team manager, with Nathan Outteridge retained as skipper. Also on board is a new signing, the man who three years ago beat Iain to the Olympic Star gold, Freddie Loof – plus Iain Jensen, Christian Kamp, Chris Brittle and the latest to join the team, Brit, Paul Goodison. As a travelling reserve, there will be Stu Bettany.

Considerable strength in this team comes from its technical and design staff, which has retained Adam May and Loick Peyron together with Nico Rousselon. They are now joined by Michel Kamarec from the Oracle team and Thiha ‘Winnie’ Win, also from Oracle. This is a team, full of talent both in design and on the water, to watch closely.

Furthest travelled is Emirates Team New Zealand, but little (even burgeoning financial problems) can keep the Kiwis

out of the America's Cup. Their leader, Grant Dalton, remains the ball of fire he always has been since taking over the reins, and now that he has managed to formulate the team to his own satisfaction – appointing young and talented foiling sailors to drive the boat – he will be around with a smile on his face. He will be aided and abetted in the team management by Kevin Shoebridge.

On the handlebars will be Moth World Champion, Peter Burling, with his 49er-winning crew Blair Tuke and A-Class Worlds winner Glenn Ashby in close attendance. Add Ray Davies as tactician, together with Jeremy Lomas, Winston McFarlane and Derek Saward, and the strength of this team becomes evident. It is after all the team that was oh-so-close to winning the Cup in 2013.

AINSLIE'S HOME TEAM

Up against this multitude of talent are new boys on the block, Land Rover BAR, the first British challenge since Peter Harrison's in 2003 with Wight Lightning.

Above
New boys on the block, Land Rover BAR – the ‘home team’ in Portsmouth

Sir Ben tells of the sailing team in his own words: “We have a good sailing squad, a really good sailing squad, with Giles (Scott), who is winning in his Olympic commitments, which is pretty important for us in his tactical, strategic-type role on the boat. It will be good to start building that relationship. He also brings a lot physically to sailing the boat, and the boat handling, which is going to be a huge part around this type of race course.

“We have Paul Campbell-James doing the wing trim, and that is great to have someone with a helming background to take on that. We have David ‘Freddie’ Carr who has, as all of the guys have, put in a phenomenal effort fitness-wise. He has had to drop about 10kg in bodyweight to get himself into the limit. Jono McBeth leads the sailing team, as sailing team manager.

“Also in the team is Nick Hutton, Matt ‘Catflap’ Cornwell and Andy ‘Animal’ McLean, that is the squad. We really want to start off well as we mean to carry on, so it is important for us to put our best foot forward and have a really good crack at it.

“They have all worked really hard, they have been training twice a day. Our trainer Ben Williams who is an ex-Marine, has been really putting them through their paces. So they are in bloody good shape. We will see if Jono and Animal make the race team. It will be the first time we have raced as a group, that squad if you like.”

The racing, therefore, promises much, and the rest of the event is awe-inspiring, particularly the big music shows in the evenings. Do not miss this. ■

14

NEXT MONTH
Our full review
of the action

On sale 14 August

How to watch

From the shore

As well as having a great vantage point over the action as it happens in front of them, spectators in the ticketed Fanzone will be able to watch racing live on screen with full commentary. ticketmaster.co.uk/ACWSPortsmouth

Afloat

Spectator boats will be permitted to watch from designated areas adjacent to the race course. As preferred charter package supplier, Sunsail is providing special yacht and powerboat charter packages.

Online and on TV

As official media partner, Y&Y will be bringing you exclusive updates of all the action throughout the event. See yachtsandyachting.co.uk or follow @yandymagazine on Twitter. Watch the action live on BT Sport, with highlights on the BBC.





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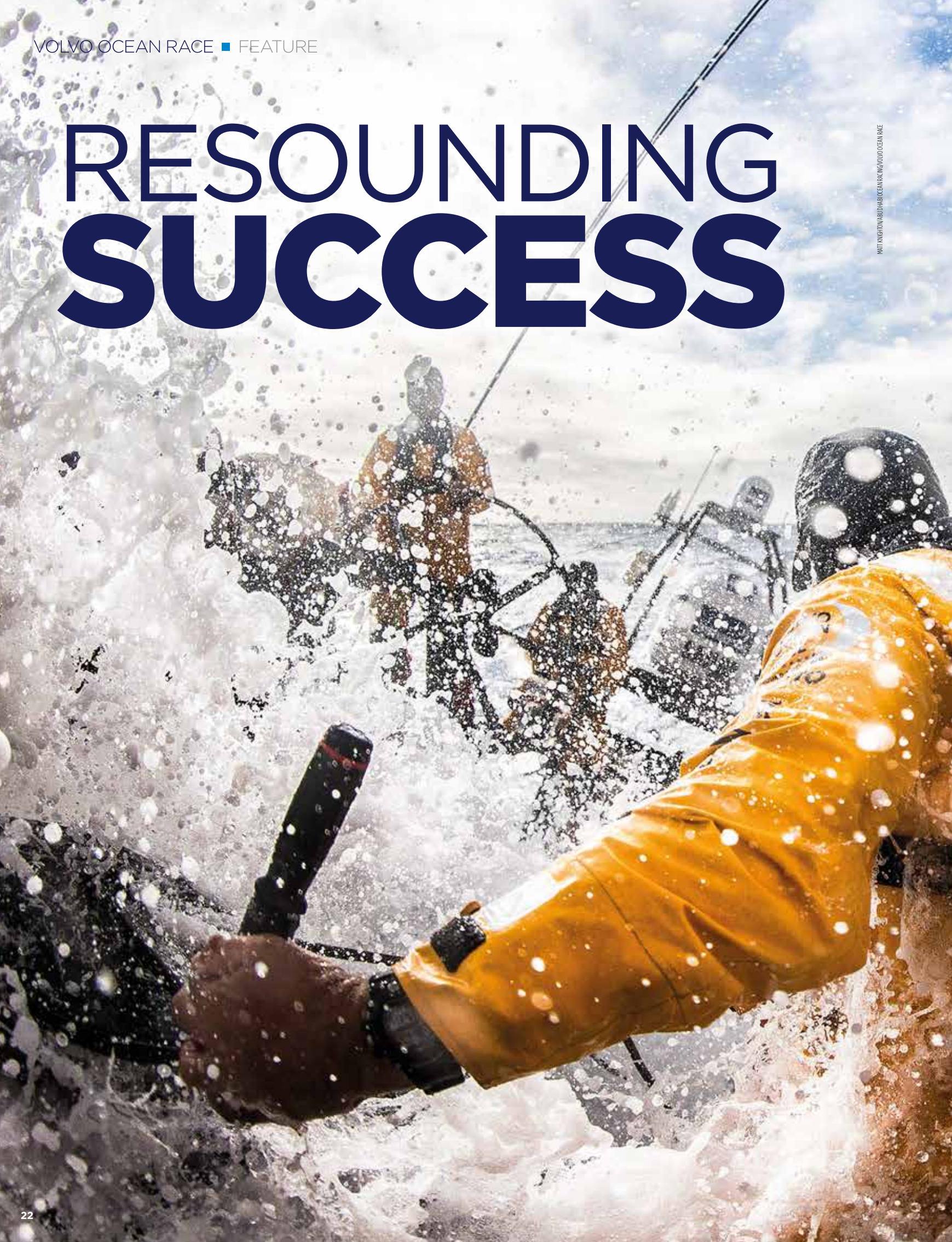
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RESOUNDING SUCCESS

PAUL KINGTON/ARND BRONKHORST/VOLVO OCEAN RACE



With the Volvo Ocean Race reaching its conclusion after nine months and 38,739nm of sailing, we review the round the world race and look towards its bright future →





Possibly the most significant announcement in the history of the Volvo Ocean Race (VOR) came when, back in June 2012, Race CEO, Knut Frostad announced plans to make entry cheaper by moving to a one-design boat for the 2014-15 and 2017-18 editions.

Now, with the first one-design edition completed, it would seem the move has been vindicated, achieving the vast bulk of stated goals and delivering some of the closest competition the event has seen.

Most impressive in the switch to the new Volvo Ocean 65 has been the ability to attract a decent fleet – some believed without the switch it is unlikely the event would have seen any entries at all. To see seven boats on the startline – all of which should be useable for the next edition – has been extremely positive.

But perhaps the biggest change has been how close the boats have remained over the course of the nine legs – several of which saw teams at sea for around a month. Some of these legs were won by seconds, some by minutes, but only one leg by more than an hour.

It is also remarkable that in nine legs with seven boats on the startline there were six different leg winners.

In a race full of special moments, it can be hard to pick a highlight but perhaps, the Southern Ocean leg from Auckland to Itajai can be used as the finest summary of this new era of offshore racing. As the fleet bounced along the ice limit at 40

deg south and almost as far from human contact as it is possible to be, videos show them in gybing duels aplenty. Racing is rarely that close halfway through a round-the-cans race, let alone thousands of miles from the start and to the finish.

One of the biggest proponents of the one-design rule ahead of this edition – winning skipper and two-time Olympian, Ian Walker – had taken part in the previous two editions of the event as skipper of Green Dragon in 2008-9 and then of Abu Dhabi Racing in 2011-12. On both occasions the Brit was essentially taking part in an uncompetitive boat, having been either out-designed or outspent in the build-up to the race. So it is little surprise that he was in favour of the change from the outset.

Another advantage of the new rule was the inclusion of an all-female team by allowing an increase in numbers on board. “It has been a long time since women have been involved in this race,” commented Team SCA skipper Sam Davies. “The VO70 was a difficult boat for women to sail physically and the rule didn’t allow more crew. I am proud of what we have achieved and we have learned a lot. Most of us grew up watching Tracy Edwards and her Maiden team in the Whitbread and I think that inspired us. Hopefully that is something we are doing. But it will be important for there to be another female team in the next edition otherwise I

Above
The one-design VO65 fleet kept close throughout, bringing a new era in offshore racing

feel the level could drop down again.”

In winning, Ian Walker made history by becoming the first British skipper to take victory. “I said at the start of the race that I was confident, but there are a hundred ways to lose this race, and one way to win it. And it just all came together for us perfectly,” a jubilant Walker explained after their win.

“No matter how good you are and how good your team is, you still need a lot of luck. That is especially true sailing against these other highly skilled teams. I would like to thank them for making it so hard and pushing so hard.”

Comments from sailors throughout the fleet confirm the decisions made by race management as positive. Finishing in second overall and a seven-time veteran of the race, Bouwe Bekking commented: “For me, other than the excitement of my first time, this has been the best edition of the race.” Praise indeed.

One-design has offered a great number of other advantages. With spare parts and boat repair crews shared between the teams, repairs became a much easier thing to effect; Dongfeng’s return to the top step of the podium after replacing its mast being the clear example: “We found speed quickly with the new mast,” skipper Charles Caudrelier said. “I was really impressed with the one-design mast. We did exactly the same set up, everything was new and everything was just perfect. I was really impressed by that.”



ANINDA SANCHEZ/VOLVO OCEAN RACE



MATT KNIGHT/ABU DHABI OCEAN RACING/VOLVO OCEAN RACE

Ian Walker's long-awaited victory

It's been years in the making, but Abu Dhabi Ocean Racing's skipper Ian Walker won in style, scooping both the overall and in-port wins – and in so doing became the first ever British skipper to win the race. Bob Fisher reports

Ian Walker had a broad smile on his suntanned face on the morning before the in-port race in Gothenburg. He was already the winner of the 2014-15 Volvo Ocean Race and was unconcerned about the upcoming 'sprint' around the buoys off the Swedish Port: "I don't think anyone is going to remember who won the inshore trophy in 10 years' time. It is not going to break my heart if we don't... but we have got to go some to lose it," he said. His Abu Dhabi Ocean Racing was sitting six points clear of Brunel in that series and the chances of Walker not winning the 'double' were remote.

In the event, Ian's team did pull it off, winning both the overall race and the in-port series. But for those watching the final showdown, it appeared that Ian was doing his best not to win; to go from the front of the fleet to the very back when Brunel did exactly the opposite would take some explaining, except that the wind was totally unpredictable.

Ian Walker had been the initial race leader with Abu Dhabi Ocean Racing, but was dumped into last place, and if that position held, he would lose the overall in-port series. On the second beat, Abu Dhabi passed Vestas, enough to give them the series win by one point over Brunel.

"I want my daughters to be able to say: 'Daddy won the Volvo Ocean Race,'" he said. "It's 15 years since I won my last Olympic medal and that was before they were born, so, it could be said that I have achieved my aim." The grin was

back on the face that has been stressed for much of the past 12 months.

The full effect of what he had achieved had, quite obviously, not been absorbed by Ian. As he admitted, it had been 12 years coming, since his first forays into a bid to win this race, and the series of failures that had stood in his way since. More than that, he was reflecting on the progress he had made after learning to sail on a lake south of London – "I didn't sail on the sea until I was 14," he muses.

"A big part of me feels I have been fighting away for 10 years now not

Above

Drone-eye view of Abu Dhabi; Ian Walker's face displays typical determination

Below

The pressure is at last lanced as Abu Dhabi's team enjoy their win

“I feel there is a bit of vindication that maybe we weren't so wrong the previous time; we just did not get the technical side right”



VICTOR FOLLE/VOLVO OCEAN RACE

getting the technical side of all the programmes right. In GBR Challenge days, in 2002, when I felt I have gone through all these big campaigns, where I have been to press conferences, justifying why we have not done as well as we might have hoped, always struggled, never been fast enough, and finally this time round we have got it right, and I feel there is a bit of vindication that maybe we weren't so wrong the previous time; we just did not get the technical side right. Now with the same boats, without doing too much different, we have managed to put a strong team together.

"A lot of things went through my mind, the history of the race. I was not an offshore sailor when I started doing this."

Now he most certainly is, but is he contemplating doing the next one, or is there something in the way? "The sport is changing, sailing is changing fast. The average age of sailors is coming down. Look at the America's Cup, look at the Volvo... I am 45 years old. Physically, it does not get any easier.

"It is a tough race and the training is tough as well. I have always said I gave up Olympic sailing when I would wake up in the morning and knew I could not make the boat go fast; it was not a priority in my life any more. You have got to get out of bed every morning. It is not just the race, it is the training beforehand, going to the gym and getting fit and preparing yourself for the race. It has got to be the most important thing in your life. Right now at the end of this race it would not be. You have to go away and recharge the batteries." Who knows in six months time? Who knows? Maybe..." Watch this space. →

Seven stories

1 ABU DHABI OCEAN RACING

24pts. Wins: Leg 1, Leg 5

Even before the start of the race, Walker's crew looked the team to beat having been first VO65 in the Round Britain and Ireland Race (an unofficial practice race). They began with the best possible start, winning the first leg from Alicante to Cape Town.

Throughout the race, the team showed an impressive ability to hang on when they needed to and patiently work their way out of any bad situations. Most notable, their sails are said to be in the best condition at the finish and their boat suffered no breakages – something Walker puts down both to the hard work by the shore team and the experience and skill of the race team, knowing when to push hard and when to back off.



MATT KINGSTON/ABU DHABI OCEAN RACING/VOVO OCEAN RACE

2 TEAM BRUNEL

29pts. Wins: Leg 2, Leg 7

Following the first two legs of the Volvo all the talk was of the three-way tie overall between Brunel, Abu Dhabi Ocean Racing and Dongfeng. But it was on the fourth leg from Sanya to Auckland that it looked as though the wheels had come off the Dutch challenge.

After a rare split with the rest of the field, Brunel was leading on the way to Auckland but an unfortunate series of poor decisions and bad luck saw them haemorrhage

miles and finally they made their way into Auckland a disappointing fifth. Another fifth followed and then a fourth and it seemed skipper Bouwe Bekking might have been yearning for the days of old and struggling to get to grips with the new style of racing.

Looking back at their event as a whole, Brunel was consistently fast when the breeze was up and scored their best results on the windier, more oceanic and/or more traditional legs.



ROCK TOM INSIDE/VOVO OCEAN RACE



XIAUME CUI/ROSS/VOVO OCEAN RACE

3 DONGFENG RACE TEAM

33pts. Wins: Leg 3, Leg 6

Few would have imagined this Chinese-backed team with the dual aims of entering the event and doing so with hugely inexperienced Chinese sailors – some with no previous offshore experience – would be at the front of the field.

The combination of French offshore experience and Chinese passion seemed to work for the team. They were consistently by far the quickest boat in the light winds, having apparently worked out a light wind mode downwind which proved to be faster and deeper than the rest of the fleet.

A broken mast in the Southern Ocean saw them retire from the leg and fight hard merely to get the boat on the startline for the following leg. They bounced back with a Leg 6 victory but agonisingly failed to maintain their winning form in the closing stages of the race.

4 MAPFRE

34pts. Wins: Leg 4

For a team that should know better, Mapfre struggled with being their own worst enemy. The first leg ended in disaster as they made their way into Cape Town dead last, which was followed by the removal of solo superstar Mich Des from the team (rumours abound regarding the power struggles on board).

A happier team after the reshuffle, Mapfre started to perform well, bringing race veteran Rob Greenhalgh on board. A two

point penalty at the end of Leg 4 came about after not following the rules to the letter (unacceptable for a team at this level) and further penalties again on Leg 7 by once again misinterpreting the rules (along with two others) saw any hope of a decent finish evaporate.

Remove the penalty points and Mapfre would have taken third. They showed fine form in the final in-port to take fourth, but will ultimately be disappointed.



ANIRUDH SANGHVI/VOLVO OCEAN RACE



DAVID DAVIS/VOLVO OCEAN RACE

5 TEAM ALVIMEDICA

34pts. Wins: Leg 9

It was always going to be a challenge for this team, headed up by two ambitious but young and inexperienced Americans, Charlie Enright and Mark Towill, who surrounded themselves with some strong talent.

Their pace steadily improved but with a boatspeed deficit they struggled to stay with the

front pack from the outset. They will savour their win in the final leg – something that will stand them in good stead if this proves to be, as rumoured, a two-campaign strategy. Ultimately an agonising final in-port race that saw them slip from fourth was a cruel way to wind up the race.



CORINNA LALLI/TEAM SCA

6 TEAM SCA

51pts. Wins: Leg 8

Much was hoped for the first all-female team to compete in the Volvo Ocean Race for 13 years. They were well-funded, had a wealth of talent both on board and in coaching staff, and were first on the water with their VO65.

Despite showing promise with some top results in the in-port races, finishing third overall in the series, once offshore the team struggled for boat speed and consequently finished a disappointing last place in

many of the legs – although an undisputed highlight was their resounding victory on the shorter leg from Lisbon to Lorient.

The aim has been to build a platform for female sailing in ocean racing and certainly the core crew now have the miles under their belts. Support for the all-female team's endeavours has been huge around the globe, plus they have put the issue of women's sailing on the table. How this plays out going forwards remains to be seen.

7 TEAM VESTAS WIND

60pts. Wins: none

After grounding on a well-charted shoal in the middle of the Indian Ocean, Vestas were out of the race from Leg 2 until Leg 8. A sterling effort to rebuild the boat and get it back into the race made for a captivating side story whilst the team pulled out all the stops to rejoin the race in Lisbon. A flash of what could have been saw

them take second place as they rejoined the race, but hopes of finishing anywhere other than at the bottom of the table overall were far from their grasp.

As an interesting aside, rumour is that Vestas Wind will likely see the highest return on investment in terms of publicity, and is keen to continue the narrative with an entry into the next edition. →



BRIAN CARON/TEAM VESTAS WIND/VOLVO OCEAN RACE



GEMMA HALL/TEAM SCA/VOLVO OCEAN RACE

Dee Caffari: learning curve

One of Britain's brightest offshore talents is ready to take the lessons learned by Team SCA forwards for her next challenge, as Andi Robertson discovers

Dee Caffari's longstanding dream of participating in the Volvo Ocean Race is fulfilled – and she wants to be back again. Despite suffering something of an anti-climax to her experience with Team SCA – sidelined for the final two legs, including the Leg 8 win into Lorient, Caffari has had a mass of positive experiences, and learned an awful lot.

Speaking to her, it is clear she was hurting not to have been on the boat for the final legs, not least as there were a couple of girls stricken down with seasickness for some of the brutal upwind Biscay leg to Lorient. But, such are the slings and arrows of professional team sport.

And equally, Caffari is a strong character in her own right, who, people possibly forget, cut her teeth as a skipper in the fully-crewed Global Challenge back in 2004.

Although she feels that coming in late was good for her, as she joined the team at the stage where they were focusing on sailing, she says, "Those people who were there from the beginning had a lot more input. I struggled with that sometimes, so maybe just being there from the beginning would have been better for me, so that I had a little bit more responsibility."

As things stand, Caffari is not sure she would go for a skipper's role, having seen how much Sam Davies was burdened with, but nonetheless she definitely wants to go again: "Every time you go around the world you learn from your mistakes; I feel like we have all learned how to sail the boat and so if we were to start now we would do a better job."

As well as her solo experience, she points out that she has plenty of crewed round the world experience too, that she has only added to with this latest achievement. "I feel I have got the experience to step up, I feel I have the people skills to give more than I was able to give this time."

And she has no doubts SCA's campaign has had a huge impact on women's sailing: "It has done the right thing for women's sailing, I think it was good for us to have the opportunity," she says. "Now at the end of the project you have to reflect and learn

Above
Dee is taking plenty of positives from Team SCA's VOR campaign

“Having some genuine wins meant that our peers were happy to consider us competitors”

from mistakes. We can easily identify mistakes and therefore, if we were given the opportunity to go a second time we can – and would do a better job."

As with some of the other girls I have spoken to, Dee believes the team's early preparation period could have been



RICARDO PINTO/VOLVO OCEAN RACE

better used, honing the team with more hard offshore racing in other fleets to supplement the Lanzarote training, which was rather a case of splendid isolation, and that a greater diversity of coaches with broader experience and insights could have been beneficial.

But at the end of the day, Caffari is pleased to walk away having learned so much about teamwork, both in terms of dynamics and psychology, and about her own sailing skills.

"It has been really good for me to mix with other disciplines – sailing with the Olympians who have a very different approach to things as well as sailing with those who are more conscious about the loads on the boat.

"I am probably more safety-orientated, Abby (Ehler) is very good at checking all the loads on the boat are good, Annie (Lush) is so good the way she looks at every point-one or point-two per cent gain you can get, and it is quite nice to see all those approaches.

"You kind of take the best of everything and put it all together. So I like the variety we have had."

And Caffari, though no conscious crusader for women's sailing, is happy to have contributed to making an impact: "Having some genuine wins on the water, fair and square with the in-ports meant that our peers within the race were more than happy to consider us competitors. They were looking over their shoulders, and that helps because if you can get that kind of respect from your fellow sailors then in your mind it gives you the confidence and confirms that you are doing the right thing. But our impact is only real if it carries on and there is another female team in the future.

"We have started something again. We haven't come last, we have had some really genuine good wins in a one-design class where it is just the crew that make the difference, so we have stepped a little further forwards – but I think momentum is the key thing, if it can continue or attract another female team.

"Ideally for me it becomes that women are so accepted that you end up with a mixed team and nobody bats an eyelid."

Whatever the future may hold, Dee is keen to fill in the gaps in her small boat and multihull experience, with an interest in the M32 class, that could perhaps cross into the Extreme 40s.

She concludes: "I have no firm plans but I am up for a challenge."





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CHARLIE ENRIGHT: A FIRST-TIME VIEW

Alvamedica's skipper tells Bob Fisher what his young and ambitious team will take forwards for next time

Charlie Enright was born in Bristol, RI, nine miles north of Newport on the Narragansett Bay – the same waters which provided the setting for the finish of Leg 6. He described the support for his team from the local community as “unbelievable”.

Enright's entry into the race was the culmination of a five-year dream after he and Mark Towill met on the Disney youth Transpacific programme Morning Light.

For Alvamedica the 2014-15 edition was a race of ups and downs with a final leg win proving the icing on the cake, but with the young crew struggling in the highly competitive field. The leg into Newport was an example of this, with a solid start but a tactical error coupled with a slight boatspeed deficit seeing the team slip from a strong position to come home in fifth.

Pondering on what had gone well and what went wrong, Charlie said: “It is difficult to say really, I think we need to work on our boat speed, certainly, on our particular points of sail, and particular wind strengths.”

It was with a great deal of fervour that he tackled a question on his future: “I would do it again tomorrow.



It is funny at the stopovers, there is a part of us that wants to rest and recover, and there is a part of us that wants to get out there and put in what we have learned on the last leg, and that is the microcosm of the racing phenomenon. What would we do differently in the next one given the opportunity? You don't know what you don't know. We are obviously proud of some of those decisions that we have made. There are certainly some things we can change and do better given the opportunity.”

When asked if he would like to see the race change in any way, he replied: “I would like to make sure the race comes back to Newport. It is really tough to say, I suppose longer stopovers would be a little bit nicer, but honestly if they stayed the same we would have a better chance of improvement, because we are familiar with the processes; the race has done a good job of turning out as advertised.”

Knut Frostad looks ahead

Fremantle? China? The UK? The Volvo Ocean Race CEO shares his vision for the future of the event



“I will always try to make the Volvo Ocean Race better. I don't feel we have a big problem with this,” Frostad opens. “Sometimes you look at it and think, you have to change this, because it is not working. Now I am thinking a lot more: what can I do to make it better?”

“We will look carefully at the route, and I am convincing more of the owners and sponsors to take a huge step into what I call the passion of the sport. I was the one who brought Auckland back into the race and I felt that we cannot have the Volvo Ocean Race without Auckland. You can't take Italy out of Formula 1, you can't do things that the original passion demands. People think that there

maybe not so great in Abu Dhabi, or the Middle East and China, [compared with Newport], but the media figures are finally trying to spin. So in television now Abu Dhabi has the highest viewing in ratings on our weekly team show.

“They are really good ratings, and China is suddenly starting to work – that is because of Dongfeng Racing. It is not because we sail there, it is because of Chinese sailors winning. It is not just about having Chinese sailors, they have to win as well.”

Is there anywhere else that he wants to take the race? “We are definitely going to go to Cape Town. We are definitely starting in Alicante, and we are definitely going to go to Cardiff to take it into the UK. That is an interesting one because it is a new city for the race. Cardiff has had quite a few sailing events lately, and some good sailing series and they are super-ambitious to do something great and that matters. Then Lisbon and then Gothenburg. The finish there is also definite. And here? I really hope to be back.” More than 125,000 visitors to Newport's Regatta Centre will surely aid negotiations.

And they will be using the same boats, Knut confirmed: “We want all the boats to race again. All seven

“We are definitely going to go to Cardiff to take it into the UK”

is a compromise to be made between a passionate audience and commercial value, but it is the opposite. Here in Newport is another example. When you go there and Volvo takes its customers there, they feel this passion in the city, they feel they are part of a great event.”

This raises the immediate question: what about Fremantle? The race has been there before as Knut is aware – he sailed in a Whitbread that called there.

“I must admit that over Fremantle I have a question mark,” he said, “because it has been so many years since I have been there. So I am wondering, are people still crazy about sailing there? I don't know... I think we will have to look at going to Australia and see.

“Asia, the Middle East, the traditional route – that's a big discussion. The interest now is that the stopovers are

including Vestas will race again, and we will build some more boats. I am very realistic on numbers. There are enough sailing events that have been predicting huge numbers only to fail expectations. At present we are looking to build three more boats and I think 10 is the right number on the startline.

“There is provision to build more if we have a great number of teams confirm early, but get too many boats and the in-port racing in some of the locations becomes difficult.”

Knut and his team are evidently ready to capitalise on the successes of this edition, and with the excitement building among teams, sponsors and venues, there's less than two years to wait until another instalment of this race, which has proven enthralling on so many levels. ■

Feel



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JOINING THE CHALLENGE

Giles Scott swapped his Finn for an IMOCA60, joining this year's Round the Island Race for the very first time. **GEORGIE CORLETT-PITT** was on board to get the story at the front of the fleet



SWANSEA WINDSURFING



The 1,584 competitors entered for this year's J.P. Morgan Asset Management Round the Island Race were treated to a later than usual start. With Natasha 'Miss Isle' Lambert firing the first gun from the Royal Yacht Squadron at 7am, it then took a further one hour and 40 minutes for all fleets to cross the line and begin the famous 50 nautical mile westabout race around the Isle of Wight.

Much of this race's appeal lies in its status as a 'race for all' with amateur sailors of all ages and abilities lining up against world champions, Olympic medallists and America's Cup sailors. In fact, many of the race participants are tackling competitive sailing for their very first time, and there's no doubting the race's reputation increasingly earned in recent years as being one of the UK's great sporting participation challenges.

With that has come its status as a major fundraising event. A special award was presented just before the race to Team B Natural, who raised £6285 for Cardiac Risk in the Young in 2014's event, whilst Toe in the Water chose this race to make its final team appearance before the charity is disbanded later this year. The official race charity, the Ellen MacArthur Cancer Trust, has received over £32,000 this

year as a result, putting the charity well on track to achieve its aim of doubling the number of recovering young cancer patients it works with by the end of 2016.

Dame Ellen MacArthur herself was one of many high-profile sailors taking part in the race, skippering the charity's flagship Gibsea 442, in IRC4, along with several EMCT youngsters. The race also attracted personalities from other sports, this year including triple Olympic equestrian medallist, Mary King MBE, and Saracen's rugby player Hugh Vyvyan.

As expertly predicted by Chris Tibbs at the Raymarine Weather Briefing, the day dawned with a promising 8 to 12 knots from the northwest and plenty of sunshine. There seemed a fair chance that both the multihull and monohull race records set in 2013 by Sir Ben Ainslie (AC45, 2 hours 52 minutes and 15 seconds) and Mike Slade (ICAP Leopard, 3 hours, 43 minutes and 15 seconds) respectively, could tumble.

ON BOARD

Rio Olympic hopeful in the Finn class and Land Rover Team BAR crew, Giles Scott, was at the helm of the J.P. Morgan Asset Management IMOCA60. For the Team Volvo sailor, it was the very first time he had taken part in the race. Tactician for the race was fellow Team Volvo sailor and Olympic silver medallist in the women's 470 class, Hannah Mills. →



PATRICK EDEN



PATRICK EDEN



PAUL WHEAT



PATRICK EDEN

Starting on the first gun, Scott set up early for the starboard end of the line, knowing the forecast was for the wind to initially remain in the northwest. A practice sail the day before had confirmed his suspicions that the IMOCA60 was significantly less manoeuvrable than the boats he is used to sailing, and that fed in directly to his strategy for the start and first beat.

Scott explained: "We really wanted to minimise the number of tacks we had to do because we dropped down to around three knots for a long time through each tack, so we really lost a lot through the tacks. I was hoping we would have a bit more right in the wind, but it actually began to shift left earlier than expected, and that meant we hit the island shore early anyway. Looking back, we probably would have been better off going right in close to the island side, but then we would have been tacking more and more.

The tactic paid off, and we soon saw boat speed creep from eight knots to a more satisfactory 10. Tacking became slicker as the crew got to grips with the pedestal winch. Meanwhile, behind us, the classic panorama materialised, with hundreds of sails blanketing the horizon as the sun grew stronger overhead. The schooner, Eleonora, and 19m gaff cutter, Mariquita, cut especially elegant figures as they tacked their way up with our fleet, whilst ahead of us, Mike Slade's Farr 100 Leopard had already broken away from the pack. By now, the four GC32s which had started with the second start, 10 minutes behind us, had caught up, flying past on either side.

By the time the final start set off, the breeze was increasing in the western Solent to a perfect 15-18 knots. With the Needles in sight, the call came that we would need an extra tack to lay it safely – the IMOCA60 unable to match

“Behind us the classic panorama materialised, with **hundreds of sails blanketing the horizon** as the sun grew stronger overhead”

"I was a bit disappointed not to be a bit more punchy on the start line; we were a bit too cautious."

As a result, Scott was positioned a boat length or two behind the line when the gun went, but at least it allowed him to take a lane of reasonably clear air, in what was a busy and eclectic startline, with IRC0, Class40s and the Clipper yachts jostling for the same advantage.

As the fleet began to work its way westwards up the Solent, it became clear that the wind was backing further. Realising that added greater risk to our position in the fleet, Scott made the call to put in a long tack and head across towards the mainland shore. "We needed to split away from the fleet because we were very caught up," he explained. "I assumed that being in an IMOCA60 we would just truck past boats that were 45-50ft but we really didn't, they perform a lot better upwind. It's not until you go downwind in the IMOCA60 that you see what it's capable of, so we decided to split away from the fleet and have clear air so we could hit the numbers. As soon as we left the fight in the pack, we were able to settle down."

the height of our IRC0 competitors, something which was clearly frustrating to Scott. An anxious moment followed when we bore away to duck a starboard tacker, with the leeward runner – still tight – momentarily preventing the mainsail from easing out. But a calm call from Scott and quick reactions among the crew meant we were soon back up to speed and closing in on the first iconic milestone of the race, the Needles. And all well before 9am!

Rounding without incident, the increased breeze and swell coming into Freshwater Bay made for ideal conditions as the crew set the 425sq m spinnaker, the largest in the IMOCA60's wardrobe. It added an impressive level of performance, and saw both the boat and her helm in their element.

"The high point of the whole race was around the back of the island, for sure," says Giles. "We had 20-25 knots of breeze and were up and planing; it's what the boat is suited to, which was good. The boat just picks up and goes, and we were properly surfing. It was good fun. It felt like you could throw it around, it really felt like a Finn."

While the smaller boats in our fleet headed for the tidal relief of inshore waters, we maximised the advantage of our superior boatspeed, staying well offshore to capture the stronger breeze. We maxed out our boat speed at 23 knots approaching St Catherine's Point. Not one to miss an opportunity, Hannah Mills took her turn on the wheel, vying to outdo Giles's top speed.

By 10.40am, we had conquered well over half of our challenge, just as news came in that the MOD70, Team Concise skippered by Ned Collier Wakefield with world speed record holder Paul Larsen on board, had taken line honours with a race time of 3 hours, 30 minutes and 24 seconds – but 38 minutes outside the record. Conditions had been good, but not quite good enough. The first of the GC32s was next to cross the line just after 11am, with just six minutes separating the Sultanate of Oman and Alinghi, after a close battle the whole way around. Finishing not long after them was Leopard at 11.40am – leaving both the race records to stand for a future assault.

At Bembridge Ledge buoy, our fleet re-converged; we battled with Sir Keith Mills' new Ker 40+ Invictus. Shortcutting the corner at Ryde Sands, Invictus, with her shallower draft, was just able to slip through us and pull away with her superior pointing ability, going on to take a well-deserved IRC0 win, ahead of Tony Langley's TP52 Gladiator.

Turning back into the Solent had brought Scott on to familiar waters, as he pointed out the newly operational Land Rover Team BAR base on the Camber. He admitted it was beginning to feel like home turf: "We have done a number of days out of there now so I'm beginning to know the area reasonably well. It's a bit different cruising through it now at 8 knots though, rather than foiling around it quite a bit quicker than that!"

FULL CIRCLE TO THE FINISH

As we came full circle and crossed the finish line after some 6 hours and 2 minutes of racing there was a cheer from all on board, as Scott said he was "very happy" with the performance.

As we reconvened in the race village to watch the finishers via RTI TV on the big screen and soak up the atmosphere, the marina was still noticeably empty. Had being so far in front of the main fleet made the experience of racing in the world's largest yacht race seem any less to Giles? "Maybe you do miss that



PAUL WYETH

Above
The MOD70 Team Concise took line honours, but not the record

Below
Giles Scott at the helm of the race sponsor's IMOCA60, with Hannah Mills

Facing page, from top
Battling with Sir Keith Mills' Ker 40+ Invictus; The graceful lines of Eleonora; Racing in the western Solent; Fresh conditions met boats rounding the Needles

a little bit, but we got to look back up the Solent as the sun was rising and see the fleet on the startline, which was pretty cool, and the same again when we came around the Needles and saw more and more boats begin to file around."

By late afternoon the winner of the Gold Roman Bowl for first IRC yacht overall had been provisionally confirmed as Giovanni Belgrano's 38ft classic yacht Whooper, with Jeremy Vine's Dufour 34 Pickle later announced as the overall winner in ISC.

The finishers meanwhile kept coming, each with their own tales of a memorable race experience. And by 10pm, as the time limit for the race finish was reached, some 1,389 boats

had completed the course, with just 104 retirements and 11 OCS/DSQ.

The next day saw Paralympic gold medallist Helen Lucas MBE – having herself sailed the race on board an Elan 40, Squire Patton Boggs in IRC1 – presenting the prizes at the Island Sailing Club, organisers of the event since its inception in 1931. That year, just 25 boats had raced around the island. This year it was a very different scene on the Solent! Over one hundred prizes were presented to winners throughout the fleet.

Looking back on his race experience, Giles said: "I had a great time. It is a very historic race, and an amazing thing to do; there are so many boats out there. It's such a nice event to do, to have a bit of a race, but also to cruise around the island and see it from a different perspective, with the Needles and everything else that you get to see on the way round. I would thoroughly recommend it for sure!"

Giles hopes to be back for the race on 2 July next year – America's Cup and Olympic duties permitting – he even jokes about entering BAR's AC45F. But has the IMOCA60 whet his appetite for a big boat campaign? If it has, he's not letting on. For now, Giles's focus is firmly his current campaigns – preparing for the America's Cup World Series start in just a few weeks time, before heading straight out to the Olympic Test Event in Rio. ■



GEORGE CORLETT-PITT

BART'S REVISITED



Can this year's global event live up to the expectations set by the inaugural record-setting Bart's Bash? We take a look at what's in store

CHRIS WATSON



Never before have so many people around the world taken to the water in competition in a single race than on 21 September 2014, when 30,704 sailors took part in the inaugural Bart's Bash in memory of Andrew 'Bart' Simpson. Although the event constituted a race, with final winner selected, the global nature of the racing, participation and shared love of the

sport were the true themes of the day. Many clubs which took part in the racing reported the highest fleet turnout in years and the sense of community was palpable in many locations.

Now, following the Guinness World Record-breaking success of 2014, this incredible sailing race is going to happen all over again on 20 September 2015, and this time you can bring your friends to help make it an even bigger global sailing event. →

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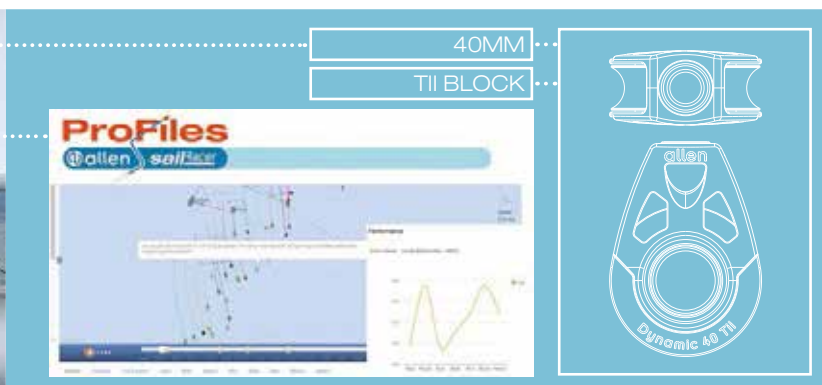
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BUILDING ON SUCCESS FOR 2015

BART'S BUDDIES

Anyone lucky enough to have enjoyed some great moments on the water is bound to have said to a non-sailing friend, "you must come with me some time". Well, Bart's Bash 2015 is that time. And it is this concept that lies at the heart of the Bart's Buddies initiative. What's more, the concept has the potential of doubling the record numbers achieved last year!

BART'S BUOY RACE

The Buoy Race is possibly the easiest way to get lots of people on the water and involved in Bart's Bash this year. Without the need of a set start time, startline, complex course or the full racing management, clubs can run a simple 'race' from the shore to a mark (Bart's Buoy) and back to shore.

The Buoy Race is being set up to complement the main race, and allows venues that do not organise regular Sunday racing to participate. Sailors with 'buddies' can do multiple trips to get all their friends involved and it's a great chance to get those on the water who possibly won't have the chance to take part in the main race.

Sailors in the Buoy Race will contribute to the total number sailing, total distance sailed and feature on a 'Top Gear' style leader board to show the fastest on the water.

SAIL FOR BART

There is also the option this year to go 'sailing for Bart' outside of a planned race. If you wish to do this you can count towards the event distance and participation totals. If you are a pleasure sailor and planning to take your boat out on the Bart's Bash day you will be able to load up how far you sailed and how many people you took sailing.

A HELPING HAND

Not only was Bart's Bash in 2014 an incredible participation event for so many people but also valuable funds were raised for the Andrew Simpson Sailing Foundation, which are already being put to good use.

Bart's friends, Iain Percy and Sir Ben Ainslie, and Bart's wife Leah started

the Foundation, which aims to change children and young people's lives through the challenges of sailing. As with the global nature of the Bart's Bash race itself, the Foundation has awarded grants to improve the lives of people through sailing throughout the world.

The Foundation has given a substantial grant to its local funding committee in Bermuda to help start a three-year programme to engage the local community in sailing. Over £7,000 was granted to a project in South Africa, which will allow children from local townships to go sailing for a year.

Closer to home, Dalgety Bay Sailing Club in Dunfermline, Scotland received a grant of £4,620 to be spent training volunteers to gain RYA instructor and coach sailing qualifications, while also in Scotland, St Fergus Primary School received funds to allow it to subsidise the cost of pupils doing RYA stage 1 and 2 courses.

In addition, £6,000 was awarded to the All-aboard Sailing Project, run by the Mount Batten Centre in Plymouth, in partnership with Wheels on Water sailing club and Woodlands Special School. And London's Docklands Sailing and Watersports Centre in partnership with Tower Hamlets Youth Sports Foundation has benefitted from a grant of £8,900.

These are just a few examples of the grant programme for the Andrew Simpson Sailing Foundation, which has awarded grants of over £180,000 to date.

The next grant application process will open this autumn, see andrewsimpsonfoundation.co.uk

IT'S THE TAKING PART THAT COUNTS

With more ways to get involved than ever before, Bart's Bash 2015 looks to be a bigger, more inclusive event in its second year. Those who took part in 2014 will hardly need persuading to take to the water again this year. But perhaps this is the time to take that friend you keep promising a sail out on the water and raise some money for a great cause in the process.



CHRISTOPHER KON



GO BART'S BASH

Top
Mixed Bart's
Bash racing at
Weymouth, 2014

Above
Sir Ben Ainslie
takes part at Queen
Mary SC in 2014

Bart's Bash at Wakatere, NZL

Wakatere Boating Club, Auckland, New Zealand, was the very first to hold a Bart's Bash in 2014. Commodore Craig Smith recollects the outstanding efforts of volunteers:

While the weather forecast did not deliver the expected patterns, our Bart's Bash event certainly delivered. We hosted an event with 191 registered individuals on 124 boats, sailing a number of different classes, from Optimists to 18ft Skiffs and the RNZYS Youth Squad on their Elliot 7m. Everything and everyone came together, making the Wakatere leg of the Bash the first in the world.

The threat of a severe monetary penalty for any starting infringement worked well as the mass start got away first time for Olympians and Rookies alike. This was helped by a persistent and unfriendly tidal flow that kept all competitors back from the line. It was a truly magnificent sight – the dolphins certainly helped!

Our charity auction was a great success, raising \$5,500 (£2,400) for the Andrew Simpson Sailing Foundation. A big thanks also went to the volunteers who made it all possible. All in all, we really captured the spirit of the event. We can't wait for 2015's Bart's Bash!



NEXT MONTH: The countdown continues...
On sale 14 August





MARTIN ALLEN

IAIN PERCY SHARES HIS SIDE OF THE BART'S BASH STORY - SO FAR!

The Andrew Simpson Sailing Foundation was set up to provide opportunities for youngsters to try sailing, to break down barriers to entry, and to encourage clubs to open their doors. When the original idea for Bart's Bash was presented to the Foundation, its potential was clear. I knew right away that it would be a success because I knew how close the sailing community is, and I knew the respect that people held for Bart all around the world. If anyone could bring everyone together it would be him.

I remember last year's Bart's Bash very clearly. We made our way to the Weymouth and Portland National Sailing Academy, the venue for the London 2012 Olympics, and my home during the build-up. I was going to be sailing our Star, with good friend Anthony Nossiter, and Freddie, Andrew's oldest son. It would be my first time sailing the boat since

the Olympics, and Freddie's first race, and I knew it was going to be a day of mixed emotions.

When I arrived there was a buzz around the place that I hadn't witnessed before - at any sailing event. I could tell it was going to be a great day.

I went into the Spinnaker Room to sign in, and I remember seeing the video clips from clubs in Australia and New Zealand that had already completed their event, and how much fun they'd had. I was greeted with the most

incredible Star boat cake, depicting Andrew and I sailing; they'd even nailed my trucker's hat down to a tee! It was all a bit surreal, and all I could think about was how much Bart would have loved it.

In Weymouth there were 300 plus boats, with Paul Goodison flying around on his Moth past children in Optimists, as well as bigger yachts; no-one was worried about where they'd finish in the race, everyone just enjoying being out on the water together. It was a spectacular sight.

Sailing with Freddie was very special. At first he was a bit unhappy about the waves splashing him, but when I told him his Dad never flinched he was soon hiking like a pro! I had a bit of a moment when I glanced down to see the little mental notes Bart and myself had written on the inside of the Star cockpit. Little notes to keep us on track under pressure.

Two words are written in a few places as they were our kind of go-to statement: "from here" (an important mantra for any young racing sailor). I remembered when Bart penned the words on the boat in the dinghy park in Weymouth. Seeing them again was a tough moment, but then I smiled and continued to do just as I was told.

One thing that has stuck in my mind since Bart's Bash, is the constant theme of people telling me that it was the best day their sailing club had ever had, and never had there been so many smiling faces and so many boats out on the water. Everyone felt part of something so much bigger.

This year we want to build on that momentum and to encourage people to sign up a 'Bart's Buddy', to sail with a non-sailing friend, to introduce them to this incredible sport that has given us so much pleasure, and pain, over the years. ■



MARTIN ALLEN

BART'S BASH IN NUMBERS

£366,391.95

Amount raised by the 2014 Bart's Bash, for the Andrew Simpson Sailing Foundation

52

Number of countries that took part

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Number of venues

30,734

Total number of people that took part

Distance sailed

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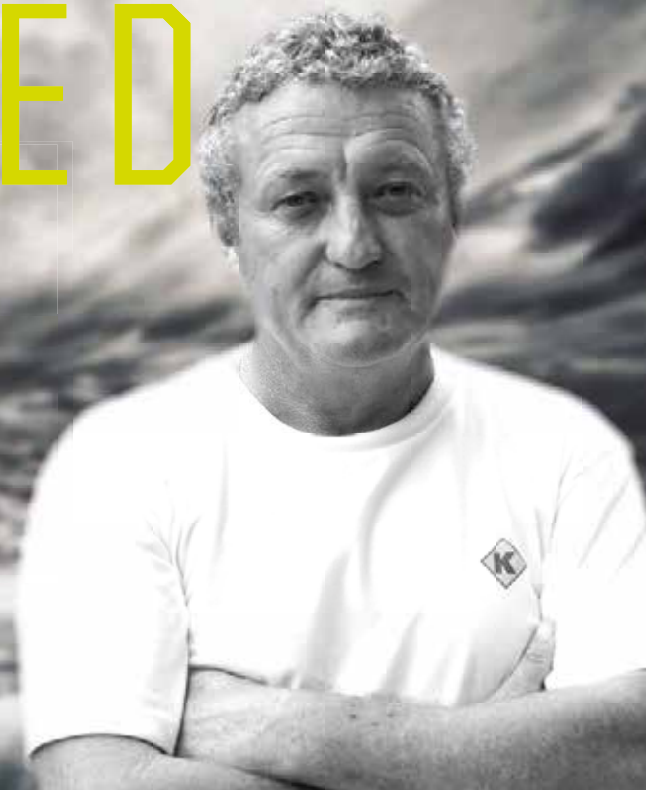


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A full-page photograph of two sailors on a sailboat. The sailor in the foreground is wearing a blue shirt with a Union Jack logo and black wetsuit bottoms with 'zhik' written on the leg. He is leaning back, pulling on a rope. The sailor behind him is also in blue and black gear, wearing a blue visor. They are on a boat with large yellow sails. The water is splashing around the boat. The background shows a hazy coastline.

ON COURSE IN WEYMOUTH



As the teams for the 2015 Rio Test Event are announced, **ANDY RICE** talks to **John Pink** and **Stuart Bithell** about the fight for the front in the 49er class

There was a period of about 10 years when Team GBR always won at least one medal at every 49er World Championship. However

in recent years it's been tougher times for the British 49er squad. Dylan Fletcher and Alain Sign have been the most consistent performers of the past few years – being the top European pairing at the European Championship – even if those pesky Aussies or Kiwis sometimes get in the way of the outright title. And they finished fourth at the 2013 Worlds in Marseille, narrowly missing out on a medal.

But John Pink has been around for longer, and has had some brilliant moments, including a silver medal at the 2009 Worlds in Lake Garda, when he was sailing with Rick Peacock. This duo was leading the 2011 Worlds in Perth for the first few days but fell away towards the end to finish in 4th place. However Pink's star now seems to be rising again, perhaps because things are beginning to gel with his crew Stu Bithell who stepped on board about 18 months ago.

A bronze medal at the ISAF Sailing World Cup event at Weymouth and Portland in early June was sufficient to earn them selection for the single coveted place for the Olympic Test Regatta in Rio de Janeiro later this year. If they get a medal in Rio 2015, it will go a long way towards convincing the selectors that they should be the team to go to Rio 2016.

MEDAL OPPORTUNITIES

No one knows the significance of these medal opportunities better than Pink: if he had managed to hold on to a medal at Perth 2011, he





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and Peacock would probably have edged out Stevie Morrison and Ben Rhodes for London 2012 selection.

"We were leading for the first three or four days of the regatta, but then on the last day of actual fleet racing we had a bad day. The first two races were ok, a bit average, but then in the last race Rick and I weren't communicating well. We were disagreeing on what we thought was the right thing to do. What I learned from that was making sure that the expectations for that day were right, because we were a bit too defensive when we still needed to do well in that race, and it wasn't the right time to be defensive.

"At the end of the race, it didn't really work out for us. The one thing between me and Rick was he was quite good at playing devil's advocate. Even if he didn't actually disagree with the thing I'd said, the way we kind of decided to do something, he would then still play a bit of devil's advocate. And he knew that, and I knew that, but we never really sorted it out."

Peacock has since retired from campaigning but has gone on to be a much sought-after coach in the world of 49ers and 49erFX. What about Pink, though? After all, he's been Olympic campaigning since around 2003, and it can be a hard grind at times. "Yeah, I've had many thoughts of going and doing something else, about taking a bit of a time-out, but I still enjoy going racing. I got back in the boat with Simon Wheeler, and he was good to go and get racing with because he quite enjoys life and enjoys the moment. In terms of results, we didn't really get the best out

Above
John Pink and Stuart Bithell in action at the ISAF Sailing World Cup, Weymouth and Portland

Below
Men's 49er fleet in action

of each other, but it certainly got me a bit more excited about going sailing again. It was good just sailing with someone who was a little bit more positive and who gave me a bit of confidence."

If Pink found Peacock a bit over-critical, and Wheeler a bit too much in it for the fun, he believes he has found the happy medium with Bithell in the front of the boat. "I think we've got the right balance between pushing each other hard enough and still enjoying it, rather than just enjoying it."

It's hard to fault Bithell's pedigree. The moment he and Luke Patience teamed up in the 470 back in 2009, they won the silver medal at the world championship that year, and went on to take the Olympic silver medal at London 2012. After that, Bithell had a go steering the 49er, but it became clear

the learning curve was too steep and too long to have a realistic shot at winning Rio selection. So he offered his services to Pink at the end of 2013, and it's a partnership that appears to be working.

Pink says he and Bithell share the tactical duties, but largely it's Bithell on speed and Pink on the tactical calls. "I've learned a lot from Stu tactically," says Pink. "He's slightly more into his slower boat tactics, thinking more about wind shifts sometimes when maybe the priority should be on pressure. Sometimes we get a little crossover in those priorities, but both of us have learned a lot about that switch. When you're younger, you just tend to do stuff and see if you're winning or not. You don't ask so many questions, whereas as you get a bit older, you want to know why, so you can repeat the good moments a bit more."

Now 31, Pink got his first taste of sailing at his home club of Hill Head in the Solent. "I crewed a Mirror for Graham Tribbeck around the age of six or seven," he says. "My dad built boats like International 14s, but my parents never really pushed me in sailing. It was just something I wanted to go and do."

“At Weymouth the Kiwis struggled, they weren't as dominant as we've seen them before”



ONE OF THE BEST

Pink loved his sailing, and did pretty well at youth level, learning from the likes of Jim Saltonstall, whom he still rates as one of the best coaches he has come across. In 2003 he started racing a 470 with John Gimson, who recently secured his own spot at the Rio test regatta in the Nacra 17. But at the time, neither Pink nor Gimson were taking the 470 that seriously, it was just →



Above
Giles Scott pulls out in front of the Finn fleet

Left
Hannah Mills and Saskia Clark, celebrating gold at the World Cup, Weymouth

something they wanted to do for fun.

However it wasn't long before Pink switched to a 49er. "It was the boat I'd always wanted to sail, and when I started getting some good results with Alex Hopson, it was like, 'Yeah, we can do this.'" Hopson moved out of competitive racing and has since become a top sports physiotherapist, regularly working for Ben Ainslie. Meanwhile Pink teamed up with Rick Peacock and the silver medal at the 2009 Worlds at Lake Garda was the big breakthrough.

The results have been sporadic since then though, and it is now up to Pink to prove that he can produce high level medals on a consistent basis. Having Bithell at the front of the boat should help a good deal. "I think Stu's quite good at making the best of the big moments, having a bit of fun, having a bit of banter when things aren't going quite as we hoped. But as long as we've done what we planned to do, then he's happy. As long as we've committed to something, he'll be happy, and I'm quite good in those moments when we're up against it. I tend to push harder and try harder, staying super-focused on making sure that we are doing what we think is right when it gets tough; never giving up."

FIRST BIG HURDLE

Staying ahead of Dylan Fletcher and Alain Sign for 2016 British selection is the first big hurdle - one which can't be taken for granted, despite Pink and Bithell taking the spot at this summer's test event. The next will be to make sure

that they are serious medal contenders.

The Kiwi team of Pete Burling and Blair Tuke have gone undefeated in the past three years since winning the silver medal at London 2012 behind the Australians, Nathan Outteridge and Iain Jensen. Outteridge has looked more beatable in the past couple of years, but the Kiwis look invincible.

"The Kiwis are quick in almost all conditions," admits Pink. "We need to get as consistently quick and race as well as we can, and then hopefully that'll mean we're knocking on the door. If we beat them at a couple of events, then it'll knock a bit of confidence out of them - even if it's at small events, because we've beaten them at one of the training regattas in Hyères earlier this year. At the event in Weymouth, they struggled on the first day, they weren't as dominant as we've seen them before. So, there are a few signs that they are beatable, it's just they're very good at coming back and believing in themselves because they've won so many events."

The lead up to the Rio Test Regatta is a critical time for improvements. "I think that over this summer we need to make sure that when we go to Rio we're definitely in contention for a medal. If we can consistently get a little bit quicker, then I don't see the Kiwis as being unbeatable. As much as they've been on such a good run, I think that they're still beatable, and everyone else is beatable." □



For more Road to Rio coverage, see yachtsandyachting.co.uk

Team GBR shortlist

Also earning their ticket to the Rio test event this August alongside Pink and Bithell are Giles Scott (**Finn**), Hannah Mills and Saskia Clark (**470 women**), and Nick Dempsey (**RS:X men**), after scooping a hat-trick of gold medals between them at the recent ISAF Sailing World Cup in Weymouth and Portland.

Speaking at the end of the event, RYA Olympic Manager Stephen Park said the team had produced some "great outcomes", commenting: "It was good to see Hannah and Saskia beat the Kiwis and put some of the memories of 2012 behind them, and Giles raced fantastically in the Finn to ensure he closed out the gold."

"It was also especially pleasing to get a medal in the 49er as we've spent a lot of time outside the medal zone, and we've had plenty of other really pleasing performances this week across a range of conditions."

Despite the mixed bag of conditions, British Olympic and Paralympic hopefuls proved themselves to be in their element on home waters, and laid claim to a medal haul of five gold, three silver and three bronze in total.

As a result of their performances in this and other international events, a further seven sailors have had their tickets to the Test Event confirmed:

- **470 men** - Luke Patience and Elliot Willis
- **49erFX** - Charlotte Dobson and Sophie Ainsworth
- **Nacra 17** - John Gimson and Hannah Diamond
- **Laser Radial** - Alison Young

Selections in the **Laser** and **RS:X women's** classes, were, as we went to print, still to be made after a disappointing result in the men's singlehanded sailors saw Nick Thompson finish top Brit in 10th; while a mistake in the windsurfer's medal race by young hopeful Izzy Hamilton as she sailed the wrong course saw seasoned Olympian Bryony Shaw snatch the podium place - leaving question marks for selectors in both classes.

Looking ahead to the Test Event, Park said: "We're in a good place as a team but there's no doubt there's a lot of hard work still to go towards Rio 2016, and our sailors are going to have to keep pushing every single day."

ISAF SAILING WORLD CUP BRITISH MEDAL WINNERS

GOLD Giles Scott (Finn), Hannah Mills-Saskia Clark (470 women), Nick Dempsey (RS:X men), Helena Lucas (2.4mR), Alexandra Rickham-Niki Birrell (Skud)
SILVER Bryony Shaw (RS:X women), Tom Squires (RS:X men), John Robertson-Hannah Stodel-Steve Thomas (Sonar) **BRONZE** John Pink-Stuart Bithell (49er), Will Street-Megan Pascoe (Skud), John Brooker (2.4mR)

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THINKING BIG

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HELEN FRETTER gets some tips from multiple SB20 champion **Jerry Hill** →







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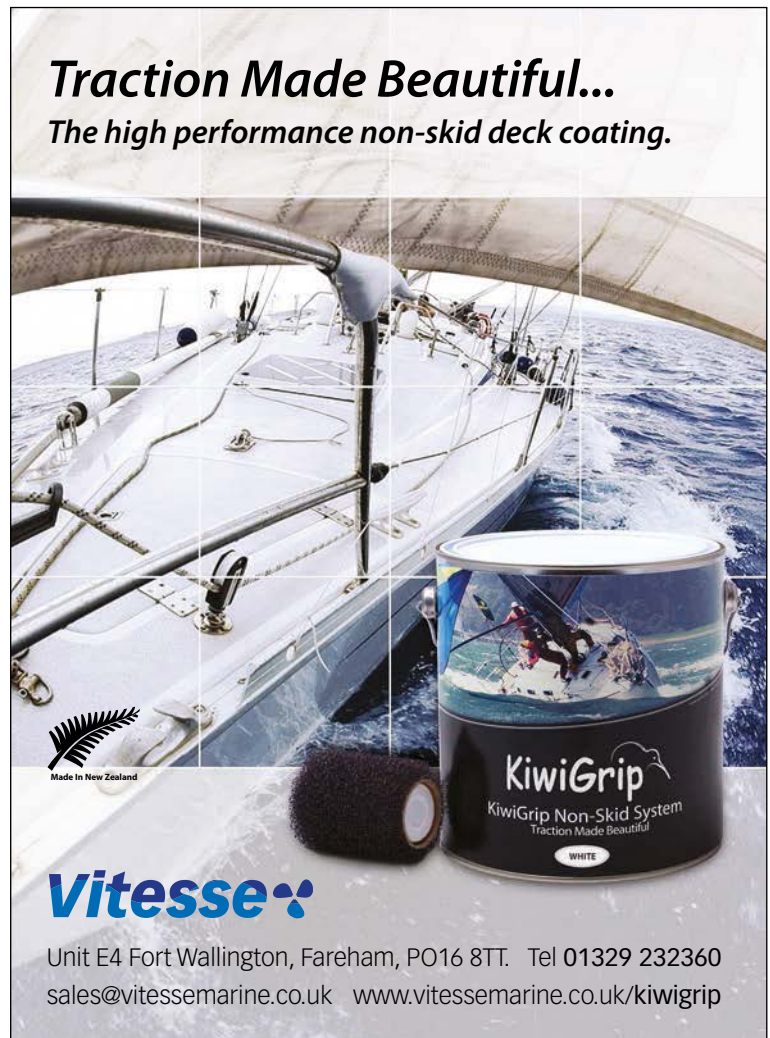
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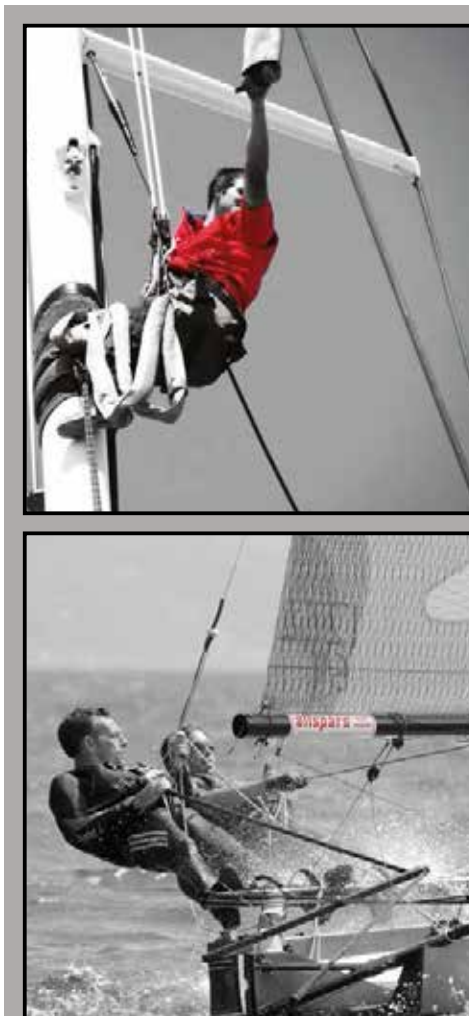
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Big-turnout events are phenomenal to be part of – the atmosphere of a startline with 50 or even 100 boats jostling for pole position is second-to-none. But if you usually sail against a dozen boats or so, making the most of a big fleet regatta can require a bit of a shift in mindset.

Jerry Hill has sailed at the front of the SB20 class since its inception, winning a 110-boat world championship in 2010 and three national titles in the class. Just back from finishing as the top Brit in a 52-boat Italian Championship at Lake Garda, Jerry is preparing for another 100-plus boat world championship in the sportsboat class in July. Here we get his advice for large fleet tactics...

START LINE STRATEGIES

Your pre-start strategy at a big regatta needs to cover the same basics as at any event, but the fleet size will have a major effect on what happens immediately after the gun. “For your pre-start routine, you need to get a feel for which side of the beat is going to be favoured given wind conditions, current, and the position of the windward mark,” explains Jerry. “Once you’ve got that in mind, you can track down the line to get the bias, so you work out from your head-to-wind setting and the angle of the line which end of the line is biased.

“Then from that information, you’re going to know if the line is heavily left biased, heavily right biased, or quite neutral. You then have to consider where on the startline you want to start.” On Jerry’s SportsboatWorld SB20 they use a Velocitek Pro-Start for determining distance from the line, and a Velocitek Shift digital flux compass to help with wind shifts and line bias.

“You also need to consider how long the line is for the number of boats, which can be crucial. For example, if it’s a fairly neutral line with quite a short first beat, you really can’t start too far down towards the left because you’ll never get across.

“You also need to couple that with how fast you think you are. If you’re very confident of your boatspeed you can probably better afford to start away from your preferred end, and just select a place on the line that’s less busy and use your boatspeed to move you forwards. If you’re not so confident



JEAN-MAURICE LUTODOPH

Above
Keeping clean air downwind is vital in a one-design fleet like the J/80

Previous spread
Fast-paced fleets like the SB20 require quick thinking

in your boatspeed you need to be a little bit more punchy on your start. So you need to weigh that up as well.”

Choosing your spot, and your moment to secure it, is critical. “You don’t want to line up too early either, where you leave yourself open to the actions of others, or too late, where gaps may not materialise,” says Hill. “Coming in from the port end, towards the starboard tackers lining up, maximises your options. Choose a gap and tack to leeward of a pack of boats. You then need to aggressively defend your spot. You need wide elbows, closing down your gap to leeward, thus discouraging boats from trying to use that gap, and keeping some way on to then build this gap up again.”

Watch almost any large fleet start, and there will be a noticeable ‘sag’ mid-line. If you’re confident in your transits this can be an opportunity to hit the line on the ‘b of the bang’, but Jerry cautions: “It’s something you can avoid by using something like the Velocitek, and getting a good transit helps. But obviously you’ve got to be very careful on a black flag start – there’s no need to be two boat lengths ahead of everyone around you. You just need to be bow forward enough that you can be comfortably positioned on the beat, there’s no point sticking out like a sore thumb – you might always have got your transits slightly wrong.”

Is being in the front row of a big fleet start always essential? Almost →



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always, says Hill, “unless you want to go right. If you think that going right is the preferred route, and getting on to port quickly, then you’re almost better off starting half a boat length back, instead of being held in line with everybody else on starboard.”

It is also important to consider who you’re lining up against. “On start lines you’ve got to try to ensure you don’t start next to the fast boats. We have an expression on our boat – you have to try and start next to a marshmallow! That makes a big, big difference.”

KEEPING CLEAR AIR

On the crucial first beat, clear air is king, but positioning plays a key part in setting yourself up for a good first rounding in a large fleet.

“Clear air is pretty essential, but equally if, for example, you think the left side is heavily favoured then sometimes you’re going to have to take dirty air and take some chances to get there. If you’re fairly confident that you need to be going one particular way, then you have to engineer your situation to be able to manoeuvre to that side.

“Ducking boats isn’t usually that expensive, because you get a little bit of a lift off them and a bit of acceleration. The important thing is trying to set yourself up when you tack in terms of positioning relative to other boats. So whenever you can you’ll tack to leeward and ahead, rather than on to windward of someone. Leeward and ahead is a strong position, because you can then manoeuvre against the guys to windward of you, but if you’ve got a boat just to leeward of you then almost inevitably – unless you have great boat speed – at some point you will be compromised by that boat.”

FIRST APPROACH

Heading into the first windward mark rounding with upwards of 50 boats around you can be nerve-racking. “If you’re in the top 10 then it’s much simpler, you can plan a fairly low-stress rounding. If you’re further back in the fleet, you probably don’t want to get on to the starboard layline too early because lots of boats are going to come and dump on you. So it can be worth tacking short of the layline, because then you’ve still got options to tack out if people tack on you. Also, when approaching on port very late on, it can open up, and then you can gain a lot,” suggests Hill.

“These are things you have to think about in the last 25 per cent of the beat. A lot will depend on where you



“In my experience the key to winning a big regatta is **how you recover from a bad position**” JERRY HILL

Top
Consider your downwind plan before setting up for the windward mark

Above
Don't be caught out by line sag on big-fleet starts

are in the fleet. You also should be discussing your downwind strategy, so you can set yourself up on the spacer leg correctly. If, on the spreader leg, you’re determined that you want to get into a lower lane or gybe off left early on, and you are overlapped to windward of someone, you need to slow down, and break that overlap so you are tucked in behind them, which opens up your options. If, on the other hand, you want to go right down the first run, you’re probably better off to set yourself up high, so you can get ready to charge over to windward of everyone.”

Even if you round the top mark ahead of your rivals, how do you handle being blanketed by a large chasing pack fleet? “If you’ve got boats behind you and you’re worried about them rolling you then it can be worth getting into a low mode early on, especially if they’re all

taking each other high. You can actually gain quite a lot there, by just staying in low mode and allowing all the boats behind you to take each other up, and also you can gain ground to leeward of them, and then you’ve got the option to gybe away. It’s about not getting drawn into the luffing match,” says Hill.

Sailing on crowded race courses in planing sportsboats or fast dinghies with rapid closing speeds puts a particular premium on rules awareness and quick, confident calls in boat-on-boat situations.

“If you are going to make the decision to take someone’s transom, you have got to make it very early, because it can be quite hard, especially in planing conditions to luff up and take their transom. It’s all about thinking ahead and anticipating those situations as much as you can.” →

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TOM GRANT

TRAFFIC CONTROL

“The leeward gate is one of the most crucial areas of the race so executing it well or badly can make a huge difference. You’ve got to think about which way you want to go up the beat, and the bias of the leeward gate. And it’s about the amount of traffic going around that particular mark, and your ability to come around the inside,” says Hill.

“If you go around the outside at the leeward mark that can be very, very painful. So often you’re better off to look at the mark that has less traffic, and the one you can make a cleaner exit from.

“The chances are, whichever gate you go around, you don’t want to be tacking too quickly because you’re going to be tacking into a bunch of boats coming down into the leeward mark and there’s going to be chopped-up sea, chopped-up air. Doing an early tack out of the leeward gate can be very painful.”

In large-turnout events you are potentially going to be sailing upwind, back through downwind boats. “It’s vital that you communicate very early with those boats, because often they can’t see you. Even if you’re in the right, it obviously doesn’t do you a lot of good to get into a tangle with them, so make sure you’re clear with what your intentions are with regards to which way you want to go – even if it’s just saying, ‘Hold your course, I’ll go around.’

“Ultimately in those close calls it has to be down to the helmsman, as he’s the one who can see more and you can’t really delay those decisions as by the time you’ve discussed making them it’s too

Above
Avoid a park up on the wing mark by thinking ahead

Below
Keeping your lane upwind in a tight pack is important



For more tips and techniques, see yachtsand.yachting.co.uk

late. But an established communication procedure on your boat is important. Work that out with your team.”

STRATEGIC THINKING

If you or your team have set a goal for a large event – be it to finish in the top 10, or the top half of the fleet – how do you know where to aim for in each race? Jerry says there are no hard and fast rules: “It depends on the venue and conditions. If you’re sailing on a coastal venue and it’s blowing 25 knots in a high-performance planing class, the chances are it will be a lower scoring regatta because boat handling will come into play more, so the good guys will consistently be in the top five or top three. But if it’s a shifty, patchy, difficult venue and blowing 12 knots then an eighth, or a 10th or a 12th place might be a good result, because it will be a much higher scoring regatta.”

Competing in a big fleet, with all the added complications that can bring, means statistically you are much more likely to have a bad race, or get

caught in a protest situation – but, equally, so is everyone else. So how do you move on from a poor result?

“The key to winning a big regatta is how you recover from a bad position,” says Hill. “I look at the last five or six SB20 Worlds and it’s been all about when you can convert a 27th at the windward mark into a 12th or an eighth-place finish. That’s actually more important than how many top five positions you get. If you look at the guys who are going to win the regatta, it is the ones who will convert those poor positions into a top 10 ‘counter’, that’s pretty crucial.

“With these big regattas we break the race down. Try not to go too radical and bang a corner, because chances are that won’t work. But break it up into small chunks, half a leg at a time, making up places each time. A few good mark roundings can take you a long way towards that.

“Try and keep the language and the attitude on the boat as positive as possible. If you make a mistake just put it behind you, discuss it when you get ashore so you can try and eliminate making that mistake again. It’s how you deal with mistakes that’s important.

“You also need friends on the racecourse, so don’t get involved in silly scraps and shouting matches. Be polite, and if you deal with those situations properly, you’ll find that you’ll get repaid in a positive manner later on in terms of people letting you cross and so on. If you are popular on shore and popular on the racecourse it will make your life an awful lot easier at the big regattas.” ■



TOPHER SALMONS

OUT OF THE BOX

As nine new builds hit the startline at full speed this season, competition is as close as ever in the TP52 class. **ANDI ROBERTSON** gets the story from sailors and designers →



“ With a new iteration of the rule introduced for 2015, this latest generation is **lighter, faster and more challenging to sail** than ever ”

The careful management of the TP52 rule and the lure of the pinnacle 52 Super Series – which bills itself as the world's leading grand prix monohull circuit – sees the TP52 class in particularly rude health. The box rule class has hardly wavered from the fundamental principles that led the European fleet to explode between 2006 and 2010: fast, exciting, demanding real time racing in a development class which is bound by a tightly-governed set of measurements. Now, with a new iteration of the rule introduced for 2015 – published as early as 2013 – there are nine new boats launched for this season, adding to the one 2015-rule boat already launched last year.

This latest generation is lighter, faster and more challenging to sail than ever. The TP52 remains the monohull class of choice of the committed, experienced grand prix owner and many international pros. Since 2005 the boats have progressively shrugged off their design roots within the International Measurement System (IMS) to become lighter, faster, stiffer with more sail area, longer bowsprits instead of the original symmetrical kites, flush-decked and boasting interiors which are now given over only to the cat's cradle of below-deck control lines which ensure the big, open cockpits are now almost always free of rope.

This season's bumper crop comprises five designs with virtually identical hull shapes from the dominant Botin Partners office – which designed the successful Quantum Racing and Azzurra boats, both winners since 2012. The other four new designs are from the Judel Vrolijk & Co team – and it was one of its prominent designs, Niklas Zennström's new Rán Racing that won the first 52 Super regatta of this season in Valencia in late May.

The rule means that the TP52 has become a completely different animal to 10 years ago when it was first introduced to the Mediterranean as a

Below
Azzurra is one of Botin's proven winning designs

new grand prix class. The 2015 changes are significant and have made the boats lighter and more powerful. The draft has increased by 15cm to 3.5m; the total keel weight is 275kg lighter although the bulb weight remains the same; rigs are up to 60kg lighter and have now returned to high modulus carbon with, for the first time, composite rigging allowed. Checkstay deflectors also come in for the first time, which allow more direct control of the mast bend, and the bowsprit is now 70cms longer. Cockpit volume is no longer governed, decks are now universally flush, and interior height limits are gone.

EARLY SEASON VERDICTS

The first of the new boats launched in February, the last in May. After the first regatta, the warm up Gaastra Palma Vela in late April followed by May's 52 Super Series curtain raiser in Valencia, there's been opportunity to see how the design ideas are translating into performance on the water.

The dockside feedback confirms the Botin designs have a better high

mode – the combined effect of the foils and aero package – a fundamental requirement in the bigger fleets, while the slightly more powerful Vrolijk designs are acknowledged to be quicker downwind. The Vrolijk design now has the more prominent chine, while the





Botin seems a softer, more rounded hull form. In some respects the Vrolijk appears to have leapfrogged the Botin to become slightly more extreme.

Rob Weiland, TP52 class manager, observes: "From what I see the hull shape of the Botin widens more gradually than that of the Vrolijk boats. You can imagine that as the Botin boat increases in heel angles it will then gradually add to the righting moment while the Vrolijk one is more 'exaggerated' and will show steps in righting moment. With that you can imagine that when you are in a transition mode with the Vrolijk hulls it can be more difficult to trim and helm the boat, but that this also can have advantages in reduced wetted area/drag when in the lower heel angles and more righting moment when at max heel.

"The Botin boat on a 12 boat start line looks like a marginally 'easier' option. This costs speed in other departments, like downwind. Nothing is for free. In the end I feel the new boats of both designs are closer in performance all the way through the range of 6 to 30 knots breeze than the 2011 generation. And both are faster."

There's a consensus that the boats from the respective design offices

are closer than ever in both design and in speed. A clear, fast lane off the start line is much more vital than relying on any design advantage.

Speaking in Valencia, Rolf Vrolijk explained: "I had the impression the boats are quite similar but for sure the Botin has a high mode whereas our boats sail lower and faster until you start to build VMG, but their advantage is that downwind they will pop up easier. The (new 2015) boats are one to two per cent faster, that's maybe a fifth of a knot upwind, but they are powered up earlier as they are lighter with more sail area."

Correspondingly Adolfo Carrau, partner at Botin Partners, points out: "The boats are a lot faster and you have to sail them differently. The boats are two- or three-tenths of a knot faster all round and that is quite a lot for a displacement boat.

"They are much more dynamic than before. In the last 10 years the boats are lighter by 500kg, 8 per cent lighter and the righting moment has increased massively, 25 per cent in the last few years. You have less volume in the water and so you have to change. Marcelino (Botin) spent seven months on the hydrodynamics of the boats. The shapes

Above and opposite
May's 52 Super
Series curtain
raiser in Valencia

are well refined. It is tricky when there is less and less volume in the water. It is difficult to do wide, light hull shapes."

LAYOUT AND RIG

Hardware and layout choices are proving just as crucial as boat design. The systems have been refined to be more and more powerful but lighter and less obtrusive. Almost all control lines are now run below decks. Kite hoisting and dousing has become quicker and more efficient with each generation of pedestal winch driven big drums; two- or three-second hoists and drops are now the norm.

According to Andy Clarke, boat captain on Gladiator, control system layouts are dictated by preferences as to where instruments, winches and sheet leads are placed: "Jib trimmers either like one control line or two (on the car arrangement) so the cars move simultaneously. The standard set up is traveller, outhaul, cunningham, and the main tack is in the boom. Rán Racing has its main tack, cunningham and outhaul all on the pod with the traveller. Sled has a different system with a central pod for the traveller and then two side pods beneath the foot bars for the outhaul and jib traveller. →



“Gladiator’s winches are about 600mm further back because it is set up for wheel steering. Azzurra has bigger runner winches – the 990 (Harken) – but they have gone down a purchase on the runner tails to 3:1, where every other boat has 4:1. The gearing on the 990 means they can grind the runner down faster, but it is a heavier system.”

When it comes to rig choices, all are now using Southern Spars. Rán Racing and Paprec have gone with Carbo Link solid carbon stays while the rest are all EC6 and all have EC6 headstays. The other big decision lies in the headstay strop. Quantum Racing has a Nitronic strop; Azzurra, Rán Racing, Gladiator are all on Future Fibres strops. Sled has a system where the headstay goes right into the well so it is very neat and tidy, so it reduces windage. The throw of the ram is defined by class rules and so changing the strop allows the full rake range to be

achieved. With the class rule you cannot get to the full rake range that is wanted from 6kts to 25kts. There are two or three different strops to change out.”

SIMPLE SYSTEMS

Despite the power increases in the systems, the systems themselves have become more and more simple. Tom Burnham, long time pitman on Quantum Racing outlines: “The pit area is very simple. It is exactly the same as before but it is positioned differently. With no headroom and interior volume rules now, the pit goes a little further forward and lower down. It was an island in the cockpit before so it did not intrude on the interior volume.” Quantum has retained the same layout and winch package.

One big change is the addition of deflectors on the mast. Previously, the only hydraulic function was the headstay

loading adjustment, and so hydraulics were hand pumped, but now hydraulics are driven by the winch pedestal.

“Now you can adjust the deflector quickly under load upwind,” says Tom. “You want it eased all the way for downwind and all the way in for upwind, so the hydraulic ram allows that to come in quickly at the bottom mark. The guys on the back pedestal may appear to be grinding their brains out with nothing happening but that is what it is, the deflector coming in. The rigs are now lighter weight. As you ease the deflector off it bends the rig a little more and you flatten off the main. And when you want to power up you bring in the deflector a little.

“What has been a little harder has been modelling it for the luff curve for the sail designers. This is an area for continual improvement. But mastheads are so light that we get guidelines from Southern Spars that we can’t go to maximum runner with the deflector eased or we will break the mast.”

TWO DOWN, THREE TO GO

The close contest brought about by these designs continued as the fleet moved on to the second Super Series event of the season at the Settimana della Bocche in Porto Cervo. Despite strong winds forcing racing to be abandoned on the final day, Azzurra held on to a three point lead after seven races to take the overall win from Quantum Racing.

With two of the five Super Series events now under their belt, the fleet is turning its attention to the 2015 World Championship, which also counts as the third event in the Series, in Puerto Portals, Mallorca, in July.

From there, teams will move on to join the Copa del Rey regatta in Palma, before concluding the Super Series at the Cascais Cup, in Portugal, mid-September. With the designs close and the racing even closer, there’s no doubt the competition will get tighter before 2015’s Series winner finally emerges. ■

Top
Vroljik designs are proving to be quicker downwind

Above, clockwise from top left
Gladiator at pace downwind; Quantum showing clean deck and cockpit; Platoon displaying her unique paint job; Rán Racing the defending champions

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FINDING THE GROOVE

Switching between classes can be tricky to do successfully in the short term, but ultimately will make you a better sailor, advises **NICK CRAIG**

Sailing in different classes, against different people and at different venues is a great way to learn. Techniques from different classes can be re-applied across the range, meaning you come back to your original class a better sailor.

You can get stale sailing one boat so, where possible, gaining a variety of experiences is hugely valuable. These should include dinghies, cats, yachts, fleet, match and team racing as each require different skills and provide new insights.

In the short term, sailing a variety of classes can be frustrating as you will be slower than you are used to in a new class. Mixing your boats will also initially slow you down in your main class as you lose some feel for it. But, in the long term,

you will become a much better sailor and can always regain the feel for your main class by putting the hours back in.

BOAT SWITCHING

The most important thing you can do when changing classes is to sail with the best crew possible who is the right weight for your chosen class. If you can sail with someone you have sailed with before, that will help you make a fast start, especially if they know the new boat. Good crews are highly adaptable and can switch between boats more effectively than helms!

How you sail the boat is much more important than fine-tuning your rig. So you should spend time getting to know the boat and how it responds in any given situation, for example:

- How it feels to be sailed dead flat so that you know what you are looking for.

- How it feels to be sailed with windward and leeward heel so you know what feedback to expect when your heel is wrong.

You should seek to find the grooves and gears for this boat. This is the hardest part of switching class. I find this hard even after many years of boat switching and often struggle with it even when switching back to a boat I should really know by now! Some boats are easier to jump into and some are harder to find the groove; an example of the latter is the OK, which is hard to step back into – but that is what makes it so challenging yet rewarding. →



Above
Good crews are able to switch between boats



Right
Tricky at first, a new class will sharpen your overall ability



“ It is important to know how to change gears – to depower and power-up – in your new class ”

UPWIND GROOVE

Most boats have an upwind groove when they are both pinched and sailed free. The groove is when your boat is perfectly balanced and the rig set up correctly for the conditions so that your foils are working to give you height. You will feel the boat going higher and faster, the perfect combination!

In terms of where those grooves are, slow boats with fat foils will be easier to sail high upwind. Faster boats with narrower foils will be more easily sailed in a low upwind mode. If you can find both the high and low groove, you open up your range of tactical options, which is hugely powerful.

You should spend time looking for the groove and then sail too high and too low so that you know how being in and out the groove feels.

CHANGING GEARS

It is important to know how to change gears in your new class, i.e. how to depower and power-up as needed.

Above
Find the low and high groove to open up your tactical options

Below right
Make sure you know exactly what a boat feels like when dead flat

Wind and waves are always changing so you need to be able to change gears to make sure that your rig set up remains optimised as conditions change.

These gears vary by boat. For example, in an Enterprise you adjust upwind power

via kicker and cunningham; in a Merlin Rocket it is about rake, centreboard, kicker and cunningham; for the D-One think mainsheet and traveller, and so on. Talking to people who sail in the class is a great way to accelerate this learning curve.

DYNAMIC SETTINGS

You should seek to understand how your boat responds to dynamic settings. At first, intentionally apply too much and too little of each setting in different conditions so that you know how the boat feels when it is set up correctly and when it feels wrong. Learn how the rudder and mainsheet load feel with too much and too little kicker. Then, with time, you can fine-tune your feel for the dynamic settings.

BOAT HANDLING

You should spend time in the boat perfecting your boat handling, focusing on the key moves – the ones you will execute a lot such as tacks, gybes and mark rounding.



14

NEXT MONTH
Downwind tactics
with Mark Rushall

On sale 14 August

LEAD PHOTO THIS PAGE: TOM GRANT

Pressure test your boat handling by trying to perform these moves under time pressure and in tight spots. Match racing with another boat or setting a short course in which you have to do so many tacks or gybes per leg are good ways of putting your boat handling under pressure.

Starting is a key part of racing any boat, especially in a big fleet. Slow speed boat handling is the key ingredient for starting – it is different because at slow speeds your foils are often stalling so your boat responds very differently

to when it is sailed at normal speed. Practising slow speed boat handling is key for this but rarely done. Lining up next to a buoy simulating both starboard and port biased start lines is a good exercise for this. Aim to stay within a boat length of the buoy for two minutes and then pull off the perfect start, hitting the line at speed and on time.

STATIC SETTINGS

Lower down the list (against conventional wisdom and boat park chat!) are the static settings. Simply

Below left
Mastering wave
technique is
essential

Bottom
There comes a
point to stop
doing new things
and test yourself
at an event

go with the static settings of tuning guides and talk to the top sailors, if possible, to understand if there are variations against these settings. And then forget about these until you know the boat really well and have perfected everything else. Only when you are fully confident in all the other aspects of your chosen ship should you spend time playing with static settings.

TEST YOURSELF

If you can, do a few events before the main event where you can test everything you have learnt about your boat against as high quality opposition as you can find. If your programme allows, you should aim to pull all this together and stop trying new things at an event prior to your main event.

DOWNWIND SKILLS

The differences between types of boat are typically bigger downwind than upwind, so the downwind transition between boats is more challenging.

Spending time training in waves outside of a racing environment is key to gaining a feel for the body movement and sail trim needed to sail fast in waves and is a transferrable skill between boats. Training somewhere where the waves are tricky and choppy, like the →



BRITISH SAILING TEAM



TOM GIBBIT



MARK TURNER/RYA

“ There is a dead spot where the flow is neither moving freely from luff to leech or leech to luff ”

Solent, makes sailing in ‘nice’ waves (long and spread out) much easier.

Triangular body movement works well in all boats. So as you find a wave to surf, you should move outboard to bear the boat off with minimal rudder use and then move back as you surf.

As you come off the wave you should move inboard to luff for the next wave to avoid rudder use and move forward as you come off the plane so that you don’t drag the transom.

The shape of this triangle depends on the length and steepness of each wave, with steeper waves needing shorter, sharper movements and longer waves needing smoother, bigger movements. It is rare that your movement should be consistent as the wind is constantly changing and waves are even more erratic in shape and frequency. Timing is key and is only gained by wave sailing practice. On your race day, you should ideally launch early so you can get into the rhythm of each day’s waves.

Above
For ultimate steering range and body movement training, un-stayed singlehanders rule



Read more from Nick Craig in *Helm to Win* fernhurstbooks.com

Un-stayed singlehander

Un-stayed singlehanders are the best training ground for downwind sailing as the range of steering is greatest and body movement and sail trim required is at its highest.

There is typically a dead spot on a dead run for un-stayed singlehanders where the flow over the sail is neither moving freely from luff to leech (broad reaching) or from leech to luff (sailing by the lee) so you should be steering between the two in the best waves possible.

Stayed singlehander

In a stayed singlehander, your range of steering on the run is a little more limited but can still be maximised by having the mainsail hard against the shroud and relatively loose kicker to enable sailing by the lee.

By doing this, you can steer more than others around you and so surf more waves than them. It is useful to have experience of un-stayed singlehanders because the total freedom of steering they have teaches the best steering and body movement in waves.

Two-person hiker (displacement/non-planing upwind)

In a two-person hiking boat, your level of steering and body movement should

be no different to a singlehander. In most two-person boats, the crew is very static downwind, so sailors who have learnt the art of singlehanded downwind sailing can have a major advantage. Teamwork is key as body movement of helm and crew need to be perfectly in time.

Two-person trapeze (high performance/planing upwind)

I am not so experienced at this type of sailing, but you will need to reduce your tack and gybe rate so that each decision is much more critical and less instinctive. Decisions should be made after a helm-crew discussion, whereas in slower boats, where the tack rate is higher, the opportunity for gain may have passed by the time a discussion has taken place!

Upwind grooves are even more important, especially so in marginal planing conditions where the speed differences are big. Pressure is king as the speed gains are significant from a few knots more wind so pressure generally overrules shifts.

TRANSFERABLE SKILLS

Sailing a variety of boats is a great way to learn and transfer skills between boats. The variety will make you a better sailor in both your new and old classes. It is also great fun! □



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WELSH SPOTLIGHT



Stunning scenery and sailing via wind from Snowdonia – **TOBY HEPPELL** takes a closer look at the nascent but vibrant Welsh Sailing Centre site at Pwllheli →

Beautiful scenery and glorious sailing waters abound in Cardigan Bay. Weak tidal streams and stable winds against the stunning backdrop of Snowdonia make this an ideal spot for sailing and there is a long tradition of both keelboat and dinghy racing in the area.

Sited on the northern peninsula flanking Cardigan Bay, it is probably rare that the town of Pwllheli is referred to as the centre of anything major. This summer, that is set to change in a big way, when fleet after fleet of international classes descend on the newly opened Plas Heli National Sailing Centre, promising the highest levels of competitive sailing throughout the summer.

An £8.3 million investment in the new academy building and event pontoons has been supported by the European Regional Development Fund, through the Welsh Government and Gwynedd Council, and ensures that Pwllheli has the facilities to realise its full potential. The iconic new building, which has a terraced dining area that



Below left
Abersoch Dinghy Week is consistently well attended

Below right
Stunning backdrop to the Welsh Sailing Centre site

Bottom right
Impression of the finished Plas Heli Centre

overlooks the beach and the views of Snowdonia, will become the new home for Pwllheli Sailing Club once building work is completed in July. It will also have a focus on providing top-level international event facilities, and alongside that, will give back to the community both through tourism trade and entry level training.

But Pwllheli's new academy is far from the only success story on this piece of coastline. Less than 10 miles along the peninsula lies the South Caernarvonshire Yacht Club, in Abersoch, with sailing taking place in roughly the same patch of water. The SCYC will also be welcoming sailors from a wide variety of national and international classes this summer, truly cementing this corner of Wales as something of a sailing Mecca.

As championship venues, both Abersoch and Pwllheli offer great racing water with good facilities ashore, and excellent race management afloat. Though for many travel to this northwestern part of Wales represents a significant journey, access to these venues has greatly improved over the

years, with the A55 dual carriageway running all the way to Bangor from the M56. Accommodation in the area is good too, with plenty of caravanning and camping available if required.

For many, Abersoch will be a familiar name in no small part thanks to the hugely popular Abersoch Dinghy Week, run by SCYC. Since its inception nearly 40 years ago Abersoch Dinghy Week has become one of the definitive UK dinghy events. In 2014 the event attracted an entry of 273. The week began as an incentive to encourage more dinghy racing, SCYC at the time being very much a keelboat orientated club. After sending an invitation to every UK dinghy sailing club, the club was delighted to have 60-plus entries for the first week - and it has not looked back since. The focus remains firmly on family fun, with racing for both juniors and adults.

But the region has not forgotten its keelboat ties, with SCYC hosting Abersoch Keelboat Week - a fixture of some 40 year's standing - and Pwllheli SC hosting the Spinlock IRC Welsh National Championships in 2015. →





GUIDE TO PWLLHELI

Sea state

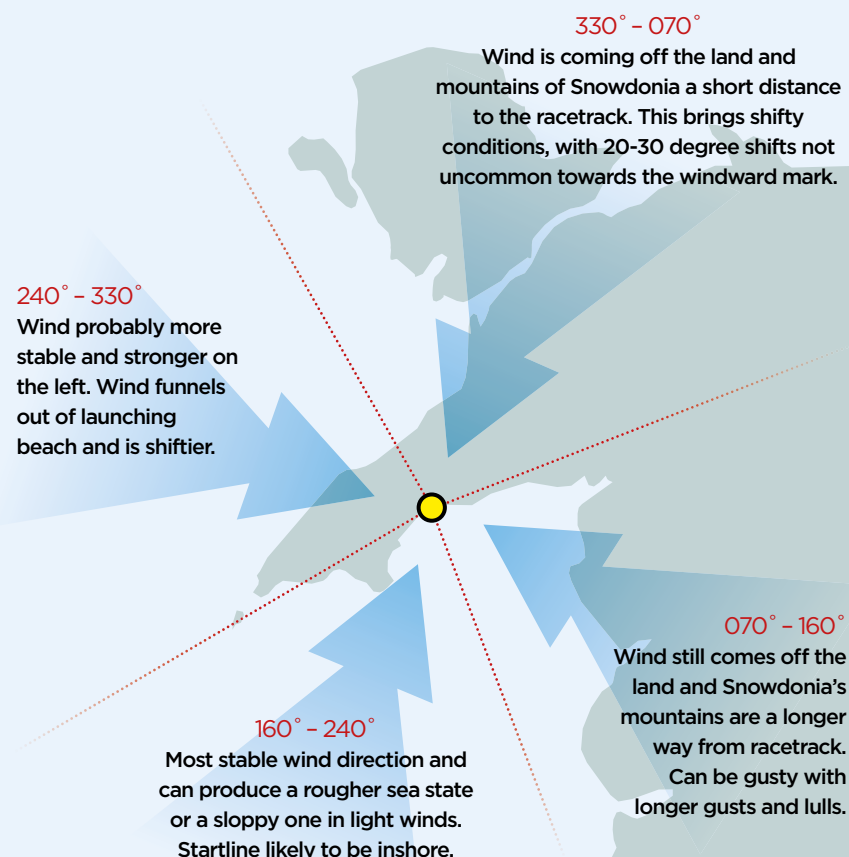
The sea is reasonably shallow which can affect wave shape. Sea state is variable with short chop from NW to NE with land 2-3 miles upwind; a short, steep chop from E with land 10-14 miles away, and longer rolling seas from SE to W.

Tide

Tidal currents in Cardigan Bay are weak. On the flood the current runs generally E round to ENE. On the ebb it runs SW. The current has a greater impact in light winds and can affect the start line, mark roundings and laylines.

Wind

Lying on a peninsula, neither Pwllheli nor Abersoch are really known for sea breeze so you will mostly be relying on high and low pressure systems for wind. Races happen in the 'here and now'.





“You might go out in 5 knots and return in 20, but it means you get good over the range of conditions”



PHOTOS: ANDREW GREEN

PWLLHELI

11-24 July

- Optimist National and European Championships

1-4 August

- 29er National Championship

7-14 August

- 29er World Championship

17-28 August

- International Fireball UK National Championship

21-23 August

- Spinlock IRC Welsh National Championships
- International Fireball World Championship

ABERSOCH

2-7 August

- RS200 Nationals

9-14 August

- Laser 2000 Nationals

15-21 August

- Mirror National Championship

18-20 September

- Formula 18 & Spitfire Nationals

Top
The peninsula often dictates wind in the bay

Above
Rarely do the conditions render either venue un-sailable

FIRST IN

One of the bigger events of the summer, in terms of both prestige and numbers in this small corner of Wales is the Optimist European Championship, set to be the first event hosted by the new Plas Heli Welsh National Sailing Academy, with 255 sailors from 37 nations competing.

In total 16 British sailors selected for either the Europeans Team or Development Team will compete at the Magic Marine-sponsored Europeans. But whether they are amongst that 16 or not, the significance of the event is not lost on the Welsh squad sailors, who spend considerable amounts of time training and competing at Pwllheli, including as recently as the Welsh Youth Nationals in April.

Three-time Welsh Optimist Open Champion, Will Hall says: “I’m really excited so many sailors are getting to experience an international event. It’s great on the race management side too as more local people will get to know what international events are all about. This can only benefit sailing in Wales and the UK in the future.”

He hailed the investment in the Academy as being as significant as the opening of Weymouth and Portland National Sailing Academy for Welsh sailing, and expects other young Welsh sailors to feel the same about Plas Heli as he did the first time he sailed at the 2012 Olympic venue. Will adds: “This investment shows they care about sailing. I was so excited, but also nervous, the first time I sailed at Weymouth. There were so many boats and people, and it had this great reputation. It was inspiring. I think Plas Heli will be like that.”

The Europeans have been brought to Pwllheli with support from the RYA, RYA Cymru Wales, IOCA and Plas Heli/Clwb Hwyllo Pwllheli Sailing Club and Magic Marine.

As an Optimist sailor, Cardiff Bay YC’s Matt Whitfield went to two Worlds, was 2011 Inland Champion and had the prestige of going to the RenaissanceRe Junior Gold Cup, raced

alongside the World Match Racing Tour Argo Group Gold Cup, in Bermuda.

Having also won the Feva Worlds with Scott Wallis in 2011, Matt, 18, recently claimed Laser Radial bronze at the RYA Youth National Championships. He agrees with Will.

“I’ve never done an international event at Pwllheli. Hosting the Magic Marine Optimist Europeans shows if you put the facilities in place and the effort in, Wales can compete with other nations. It’s a venue where you have to be ready to change your game plan at any time and be on top of your game across the full range. The domestic sailors know all about Pwllheli but overseas sailors don’t, it’s a hidden gem.”

As local girl Hatty sums up: “It’s an exciting time to be a young sailor in Wales.”

WINNING TIPS FOR PWLLHELI

Being from North Wales, Hatty Morsley knows the Cardigan Bay waters very well, enjoying her best regatta, winning the 2012 Welsh Youth Nationals, at Pwllheli. Now transitioning to helming a 420 she admits to Pwllheli being her favourite training ground. “In my view it’s even better than Weymouth. I’m biased but it’s my personal preference!” she says. “It’s very rare you can’t sail. It’s very varied, and you might go out in 5 knots and return in 20 but it means you get very good across the full range of conditions.”

Hatty has this advice for sailors heading to the venue this summer: “Spend as much time as possible there beforehand. Study your weather and tide charts and work out a map of what’s happening around because it can, and does, change very quickly. The tide is probably the biggest thing as it curves round the bay, which can be tricky.

“It’s not unusual for sailors to be seasick when it’s wavy, and when it’s really windy, with 4m waves you can’t always see the boats on the other side of the troughs so being confident in your own positioning is really important. If it’s like that, stay on starboard would be my biggest tip!” □



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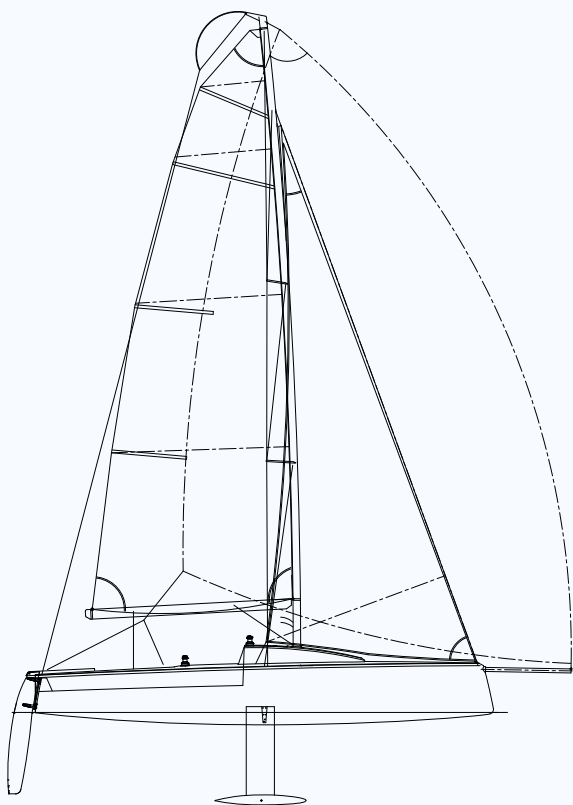
FAREAST 28R

This big sportsboat is already selling in huge numbers around the world. **RUPERT HOLMES** finds out what all the fuss is about



SPECIFICATIONS

LOA: 8.5m
LWL: 8.07m
Beam: 2.75m
Draught: 1.75m
Displacement: 1,300kg
Mainsail: 27.8sq m
Jib: 20.2sq m
Asymmetric: 80sq m



The Fareast 28R is a boat that combines manufacture in a low wage region with economies of scale that are denied to all but a handful of raceboat builders. From the outset production started with four moulds, enabling the factory to turn out an impressive 20 boats a month.

Although not yet a household name in the western hemisphere, Shanghai Fareast Boats has gained an enviable reputation since it was founded in 2002. It quickly became the world's largest builder of Optimist dinghies, before also gaining a licence from ISAF to produce the 420 dinghy. As such, it has already built a reputation for attention to detail and quality products. The company's first sportsboat models, the Fareast 18 and 26, were added to the line-up nine years ago. Next was the all-carbon Fareast 31, a much more performance oriented design.

The 28R is therefore the company's fourth sportsboat, and benefits from many of the lessons learnt from the earlier boats. The class already has ISAF accreditation and one-design class rules were being finalised at the time of our test.

CONCEPT 9/10

★★★★★★★★★

The fundamentals of the design certainly have not been compromised to save money. The boat is a product of one of the most successful design offices of recent years, the Simonis-Voogd partnership, with Maarten Voogd taking

primary responsibility. He has drawn a boat with a dreadnought bow, with the knuckle just above the waterline, and enough rocker to lift the back part of the hull clear of the water when stationary. She therefore shouldn't be too sticky in light airs, while a soft chine helps with stability in stronger breezes. There's also a well-engineered centreline, retractable sprit and carbon foils, with a lead bulb.

Nevertheless, to keep both the cost of purchase down and contain running costs, certain aspects of the boat have had to be pared down. For instance, the transom-hung rudder doesn't benefit from the end plate effect of the hull above it and is in more disturbed water than a rudder that's further forward under the hull. Similarly the rig is aluminium rather than carbon and the jib car position can't be adjusted when under load.

There's also no inboard engine – instead there's a bracket on the transom for an outboard of around 4hp. While this arrangement is much less convenient than a diesel, it also represents a significant weight saving – a lot of expensive carbon construction would be needed to save that much weight. Instead, the Fareast 28R is made of a conventional vacuum-infused polyester foam-core sandwich.

Overall, the boat has the feel of being a grown-up sportsboat, rather than a scaled-down grand prix machine. It's configured to sail with three to five crew, with the class rules specifying a maximum weight of 425kg.



DECK GEAR AND LAYOUT 8/10

★★★★★☆☆☆☆

The overall layout is one that maximises cockpit space and while there's a vestigial coachroof, which flies in the face of the latest fashions, the foredeck is nevertheless commendably uncluttered. The cockpit floor has a pair of substantial foot wedges aft of the traveller for the helm, plus a similar central one in the forward section for headsail trimmers. In addition, there's a pair of shorter stainless steel foot bars for the mainsheet trimmer, while comfortable hiking straps are provided on the lower guardrail.

Deck gear is mostly by Harken, plus Spinlock clutches, and is kept to a level that's appropriate to a budget boat that will be raced by crews of varying abilities. While the jib sheet cars are not towable,

1. The Fareast 28R can be sailed with three to five crew

2. Performance without a big price tag

3. The clean, uncluttered foredeck

4. Minimal deck gear keeps weight (and cost) down

5. The helming position, designed with comfort in mind

they are easy enough to adjust when not under load, although there are also no inhaulers for the jib sheets. On the positive side, the jib sheet fairleads, and spinnaker turning blocks, are positioned such that either the leeward or windward primary winches can be used, which makes cross-winchng easy. Later boats will have more rope bags in the cockpit – four in all – and a Dyneema backstay.

The Selden double-spreader fractional rig is only around 10kg heavier than a carbon equivalent, which again is a sensible compromise for this boat. Granted a carbon equivalent would allow a 3-4 per cent overall weight saving given that the lighter rig would enable weight to be carved out of the keel bulb. However, this would come at a huge additional expense compared to the overall cost of the boat.

To date, the class has used only three sails – the main, jib and an all-purpose 80sq m asymmetric spinnaker. But the UK class is considering adopting an additional jib for use in over 15 knots of wind. The kite is launched from a companionway bag – this is neatly arranged and saves both the complication and expense of a forward hatch.

The class sailmaker is open, although many owners are likely to initially opt for the extraordinarily well-priced – just £2,500 as an introductory offer – Red Rum (a brand owned by Fareast) Technora suit that our test boat was equipped with. These set nicely and for many owners would certainly serve well for the first season, obviating the risk of wearing out an expensive suit of race sails while learning about the boat and training. →



VERDICT 9/10

★★★★★☆☆☆☆☆

The Fareast 28R has the potential to offer excellent big fleet inshore one-design racing. In many ways it offers all the essentials for day-racing in an attractive and affordable package. If you have no intention of going offshore it's abundantly clear that you would need to spend significantly more money – well over double – to get a boat of a similar size that offered enough to make the additional cost worthwhile.

Without doubt this is an astonishing amount of boat for the money, but it has not been built down to a price. The compromises taken to save costs are eminently sensible ones, the build quality looks to be of a high standard, and the boat sails as well as you would expect for a design of this pedigree.

If you don't plan to race offshore, then this really is all the boat you need. At this price there's clearly scope for one-design fleets to become established around the UK, rather than just on the south coast, although exactly how many boats will be sold in each part of the country remains to be seen. ■

Above
Offwind with
the all-purpose
spinnaker

UNDER SAIL 9/10

★★★★★☆☆☆☆☆

The helm position is good, with a decent view of the luff of the jib, although when well heeled, the side deck feels marginally narrow to perch on comfortably, without leaning forward. The traveller, backstay and both mainsheet fine- (4:1) and coarse- (16:1) tune are positioned neatly between the helm and the mainsheet trimmer. Once it's all set up at the start of a leg in all but the most gusty of conditions there should be no problem with the trimmer leaving his post to hike, with the helm tweaking the traveller as necessary.

Initially in around 10 knots of wind and flat water the boat proved nicely

balanced with the speed consistently above six knots when close-hauled. It was also easy to steer over any of the smaller waves we encountered with minimal loss of speed.

At the end of our test the breeze picked up to give gusts above 15 knots of true wind speed. Tight reaching with the kite set, we made a consistent 10-12 knots of boat speed and it was clear there's bags of potential. Near the limit, the helm loads up reassuringly, giving plenty of warning to depower before it stalls out. With a 600kg bulb on the bottom of a carbon foil, and displacement of just 1,300kg, the boat is extremely stiff, even though the draught is a little less than that of a similarly-sized grand prix design.

COMPARISONS



J/80

Easily the most popular of the larger sportsboats, the J/80 continues to offer excellent one-design racing. However, the model is beginning to show its age and has a significantly lower power to weight ratio than the Fareast 28R.

LOA: 8.0m

LWL: 6.71m

Beam: 2.51m

Draught: 1.49m

Upwind sail area: 34.5sq m

Spinnaker: 65sq m



VX One

If you're on a budget but seeking a high adrenaline sportsboat, there are few that can compare to this 19ft rocket. It's a much smaller boat than the Fareast 28R, but it's fitted out without compromise and can hit 20 knots downwind.

LOA: 5.79m

LWL: 5.74m

Beam: 2.19m

Draught: 1.32m

Upwind sail area: 19.97sq m

Gennaker: 26sq m

ANSWER BACK

From: Peter Stump at Fareast Yachts

We are glad Rupert enjoyed his test sail of the Fareast 28R and found the boat so rewarding.

Initial response to the Fareast 28R in the UK has been really positive and it is proving to be very popular amongst sailors looking for a new and improved – yet affordable – yacht racing experience.

The Fareast 28R is great fun to sail and provides a good platform for those wanting to try sportsboat sailing as well as plenty of scope to challenge experienced crews.

Fareast Boats has an outstanding track record of delivering high quality boats which are strong, durable and well finished. This, combined with a well thought out design and sensible compromises on costly components, make the Fareast 28R an attractive choice for a variety of crews and owners.

The Fareast 28R has also performed well in racing against other similar sized performance sportboats recently and we look forward to seeing a sizeable one-design fleet here in the UK in the near future.

contact: fareastyachts.co.uk



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BOAT NEWS

NEW QUANT23 FLYING MONO

The latest collaboration between Dynamic Stability Systems and Quant brings us this foiling keelboat/scow, the Quant23.

While the Quant23 is a foiler (albeit with a fixed keel), designer Hugh Welbourn is at pains to point out that she is otherwise fundamentally different to a Moth or an AC72. While those are grand prix racers, demanding athleticism, great skill and technique to sail, this new boat does not. "The idea is simply a boat that anyone can leap into and ten minutes later they're flying," Welbourn says.

Her looks are possibly the ultimate expression of function over form, with the scow shape helping carry volume all the way forward and ultimately providing a safe, stable platform with the righting moment required to get the boat foiling.

Welbourn believes the concept should be scalable up the size range but for the moment testing continues. A video of the Quant23 foiling can be found at yachtsandyachting.co.uk.





NEW SWAN 54

The latest cruiser from German Frers for Nautor's Swan, the Swan 54, is the baby of the SwanLine range. Nonetheless, it fully encapsulates Swan values of elegance and performance. The moderate displacement hull and high performance lead keel with variable draught, are complemented by a sail plan intended for performance yet ease of handling. The efficient deck layout plus spacious interior with natural oak, are designed for plenty of comfort. If you have your sights set on bluewater cruising, this would certainly be a superb choice to allow you to sail, and relax, in style.
swan54.com

NEW ROCKET RACCOON MOTH

Always a class rife with innovation, it appears the latest development for the International Moth is a bold move to solid wings.

The recent national championship has seen the unveiling of the latest thinking from UK-based Moth designer and builder, Mike Cooke of Aardvark Technologies. The boat is being sailed by British 49er sailor Dylan Fletcher who took fourth at the regatta sailed at Stokes Bay at the end of June.

Certainly the boat looks aerodynamically clean, specifically allowing for the removal of the draggy wing-support struts usually at the front of both wings and the results show it to be quick. But it will mean the Moth's famous ability to be packed into a very small box for cheap air-freight will be limited.



FOR SALE B14 110

Although the hull number is relatively old, this B14 was subject to a full renovation back in 2012 with the original stiff hull from Starboard in Australia being the only original feature.

Every fitting has been replaced including new wings and tramps, new DEM foils, new 29er style cassette rudder stock and twin carbon tillers.

It comes with two sets of North sails, one training and one championship set with a big roach main (new 2012), jib and kite (new 2013), all having done only a few events. The previous owner came eighth in the 2013 Nationals, beating a number of new boats in the process.

Certainly, this is a lot of boat for the price!

Contact: Grant Blake via apolloeduck.co.uk

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TWICE AS NICE

The trend towards technical kit that works on the water and ashore is growing. **TOBY HEPPELL** looks at the clothing leading the charge

If you are out racing a dinghy in rough or cold weather, or racing a yacht offshore then you will probably be wearing specialist kit.

But increasingly for those racing during the warmer weather or close to land we are seeing kit designed for sailing that also looks good ashore – and, crucially, works in both environments.

NEXT TO THE SKIN

Kicking off the drive towards cross-over technical kit was the introduction,

Above
Casual shore-gear that works on the water is a growing market

some 10 years back, of quick-drying materials, particularly for base-layers. These materials – as the name suggests – return to dry weight faster than materials such as cotton, making them comfier for longer.

Fast-dry ranges are a staple of many companies. The very latest of these come from Henri Lloyd with its Fast-Dri products which promise to go from wet to dry in record time – as does much of its Ben Ainslie Racing merchandise.

Many of the big clothing names now have technical base layers that work afloat but deliver good looks ashore.

Look out for anti-microbial treatments (usually with silver ion that repels bacteria) to reduce body odour over prolonged periods of activity – and stop you smelling so terrible in the pub after racing.

Many tops now have a UV resistant layer, which, much like suncream, can vary in how much protection they offer, but the most useful are those

MAIN PHOTO: DAN ROEMAN



Zhik Kiama jacket



Gill Sail jacket



Gill shorts and footwear



Musto Fast Dry shorts

which promise total block. Certainly if you are out on the water, investing in a long sleeve top that prevents you burning is cheaper than buying endless quantities of sunscreen, and safer too!

Where quick dry is useful in a top, it's even handier in a pair of shorts or trousers, which are likely to get wet whatever the weather.

A move in the short and trouser market (and to a lesser degree for tops and jackets) is the development of materials offering stretch but (crucially for wearing about town) do not look like they are made of lycra. This, combined with rip-stop materials on high wear areas means you can have a pair of decent looking trousers that function as technical and long-lasting sailing kit.

As base layers have improved in technology, so people are happy to wear them longer. With this in mind the styling of these base layers has moved away from the merely technical to add flourishes which do not look out of place ashore as opposed to a plain old salt and sweat stained thermal.

THINKING FEET

For decades sailors' footwear was relatively limited. But now options abound. Lookalike trainers and deck shoe-style shoes have the benefits not only of a pleasingly trendy aesthetic, but of using modern materials and subtly incorporating technical features, such as the ability to expel water quickly.

Some sailing shoes feature razor cut soles, which provide phenomenal grip; but a word of warning here as these do not survive well on concrete. To a degree this can make for easy identification for the consumer. A sailing shoe with razor soles is probably designed predominantly for use on the water.

NOT JUST JACKETS

Just as many of the next-to-skin garments are actually technical base layers that look smart enough to cut a dash about town, so too jackets that cross over can be part of a layering system. These usually feature some waterproofing – enough to hold off splashes and light rain, but not repel →

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FLOATATION JACKETS

A very recent addition to the market of crossover kit is buoyancy jackets. These tend to look a lot like a padded gilet but also provide some floatation. The first of these jackets we saw was made by Tribord but there are any number of others entering the market, such as SailRacing's latest offering (pictured).

It is worth noting these buoyancy jackets rarely provide anything like the same buoyancy rating as a lifejacket nor as much as a buoyancy aid.



SailRacing floatation vest

There is some debate as to whether this is the correct route for companies to be taking. Certainly the trend seems to go against the grain in terms of campaigns to get people to wear lifejackets around the marina, but if you are going to be dockside and just want a little extra reassurance then this could be a good addition to your wardrobe.

“Highly breathable and windproof, but very thin, these jackets can be used ashore too”

huge waves and a torrential downpour.

What has made these jackets suitable ashore in recent years – and indeed as mid-layers – are developments in insulation being lighter, more compact and warmer than ever. These jackets are lightweight in construction and can pack down very small, making them ideal transitioning from on to off the water.

Separate from padded mid-layers and shells are windstopper jackets. These tend to come in a soft, sometimes stretchy, material and, much like shell jackets offer a light, thin layer to keep the wind off and provide some insulation. As with insulated mid-layers these are usually water resistant but lack protection against a real downpour or gale.

The development in really good mid-layers has also led to more technical shells coming to the market. Highly breathable, water and windproof, but very thin, these lightweight jackets can be used ashore too.

What is significant about the coastal jacket field and, indeed, the broader

crossover kit market, is that the biggest changes we are seeing is various manufacturers' apparent realisation that for anything but the most serious offshore racers, people want their kit to work on the water *and* look good ashore.

A coastal or a race range with a base layer, mid-layer and outer shell are all starting to become items we might wear ashore individually. Much of this is thanks to improvement in materials allowing the jackets to be less bulky and so look less like a 'sailing jacket' per se. It also reflects sailors' willingness to have a broader range of kit. Where people once simply had a sailing jacket and salopettes, now they are more likely to have an offshore jacket and trousers, base layers, mid-layer insulated jacket, plus coastal or racing shell.

Although this appears to be an increase in how much we spend on sailing kit, the move to making things work ashore makes it likely that the number of hours of wear we get from our kit has increased significantly. □

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RRP: £35
henrilloyd.co.uk

ZHIK BOATSHOES

With all the look of a traditional deck shoe these Amphibious shoes with a high-grip rubber sole and perforated neoprene upper now come in a deck shoe style. The ZK sole uses a unique rubber formula and tread pattern to achieve exceptional levels of grip in the wet, while maintaining durability. The shoe is made from perforated neoprene which allows the foot to breathe, and water to drain quickly.

RRP: €99 (c £72)
zhik.com



KIT

INNOVATIONS

TOBY HEPPELL checks out kit that will work on the water – and look good on the shore



GILL TECHNICAL BODYWARMER

The Gill Technical Bodywarmer uses a synthetic lofted insulation with a lightweight micro-ripstop shell. Ideal for active sailing use, this wind proof garment can be worn as a layering piece in cold conditions and helps to preserve core body heat.

RRP: £80
gillmarine.com



MUSTO POLARTEC

This does not look like a fleece jacket with its smooth outer, but it is! The Polartec Power Dry fleece uses fabric constructed to be breathable, rapidly wicking moisture away from your body so you stay dry when active. It features a higher 'loft' than many standard fleeces and so keeps you warmer out on the water.

RRP: £125
musto.com

SAILRACING OCEAN JACKET

This Gore Windstopper jacket features a light mesh lining, and is windproof and water repellent with high breathability. The lightweight shell is everything you would want in a windstopper and should be pretty comfortable to wear about town too.

RRP: €220 (c £157)

store-eu.sailracing.com

**HELLY HANSEN TROUSERS**

Designed as trousers that look equally at home ashore or in the bar as they do out on the water, Helly Hansen's Hydro Power HT sailing trousers for men provide the comfort and fit of regular trousers, but with that bit of extra protection against the wet deck and splashing waves. Built with a relaxed and comfortable fit, the Helly Tech Performance fabric is waterproof, breathable and windproof. The trousers have a semi-high waist to protect against unpredictable waves or the occasional rain shower. The perfect solution for rainy day sailing!

RRP: £89.99

shop.hellyhansen.com

**GUL CODE ZERO SHORTS**

Gul's performance driven Code Zero range is designed and race-tested for use in warm temperatures. These shorts are lightweight with high air permeability, and protective fabric allowing improved performance on the water. They are made from wicking, hardwearing and abrasion-resistant stretch fabric with a reinforced seat.

RRP: £55

gul.com

**DUBARRY LEEWARD MEN'S LOAFER**

Leeward are versatile men's boat shoes, ideal for both offshore and onshore. As you would expect from Dubarry, the shoes are traditional in style, but they are also packed with the latest technical innovation. Dubarry's award-winning non-slip, non-marking, sole ensures grip, while the leather is both fast- and soft-drying.

RRP: £99

dubarryboots.com





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Brotherly determination

Fin and Dan Armstrong claimed the RS Feva National Championship title in an 89-boat fleet with a race to spare after taking an impressive seven bullets in the 10-race series.

It was a brilliant result for the brothers, who with no family background in the sport have been sailing for only three years after starting out on the River Dart at a local kids' course.

Fin and Dan then started sailing at the Royal Torbay YC, competing nationally in Cadets and RS Fevas, and quickly earning a place in the RYA National Junior Squad. Despite their steep learning curve, their tenacity on and off the water has seen them setting the pace for the fleet. At the RS Feva Nationals, Fin and Dan won some races by a couple of minutes.

As RS Feva RYA National Junior Squad head coach Dave Hivey explains: "They've bought into the fact that they need to be proper athletes and they're off the chart in terms of their fitness, way ahead of other national junior sailors, so when it gets windy they can hike hard, they can think, and they do not make as many mistakes because they are not tired."

He says their boat handling

and stamina combined with the fact they are conservative sailors who 'do the basics right', gives them an edge: "They make difficult decisions well and they don't take risks, so they are always in the top few." Their growing tactical awareness also sees them sailing well in light airs.

"As a brother pairing they have done brilliantly – they are totally passionate and committed," says proud dad Richard. "They have been so dedicated and driven that they have put the training in. And they have a clear idea of where they want to go next. The 29er campaign has already started – they came 20th in this year's RYA Youth Nationals – and they are aiming for the 49er in years to come."

Their move into 29er campaigning will see them swapping their roles in the boat, with Dan helming and Fin crewing. But their biggest challenge perhaps is that of sailing together as brothers. So how do these siblings manage to be such a successful team?

Richard says: "Sailing partnerships at any age are always tricky to manage, and many fall by the wayside. Sailing as brothers is one of their greatest strengths – because a brother is for life not



© GUTTERELL PETER STEPHAN MEDIA

just one sailing season, so they have to work out their differences.

"It is certainly not harmony all the way... but they have had some excellent coaches who have shown them the benefit of teamwork. And they are both very competitive and have realised

the hard way that finding a way to get on as a team actually does make the boat go faster!"

Next stop for Fin and Dan is the PA Consulting Group/Allen RS Feva World Championship at Travemunde, Germany, from 20-24 July.

NOMINATE!

If you know of an inspirational sailor, club, association or event, nominate them for this page by visiting yachtsandyachting.co.uk/gold-star-award

D-ZERO HERO BY HIS OWN DESIGN

Another Gold Star Award hero for this month is Dan Holman.

Ruth Johnson, who knows Dan through Netley Sailing Club, where they are both members, nominated Dan after he "dominated the D-Zero Nationals having seen the boat develop from his own design".

Dan took seven bullets and a second, to count just six points from an eight-race series, winning the first ever D-Zero National Championship at Calshot Activities Centre on the Solent.

Devoti Sailing launched the performance

dinghy after working with Dan to refine his original Punk design. Its success has been reflected in positive reviews, as in last month's issue of Y&Y, and in the enthusiasm of sailors.

The Suntouched D-Zero Nationals was an event to remember, attracting a strong turnout of 27 entries despite several challenges, including a late venue change and poor weather forecasts, while some well-attended opens in the run-up made for close racing throughout the fleet.

"As a club we are all proud of our members' achievements," says Ruth.



SHON OUSEY

Submit your event reports to club@YachtsandYachting.co.uk

CLUBS & CLASSES

Non-stop action on the Solent has seen a full range of spectacular sailing from yacht racing at the J-Cup in Cowes to the battle for skiff supremacy at the B14 Nationals. **PAULA IRISH** reports



J-Cup brings thrills and spills

A breezy finale for the Landsail Tyres J-Cup in partnership with B&G saw thrills and spills across the 67 J-Boat fleet as big conditions put boat handling at a premium.

In IRC B Robin Stevenson from Brighton, racing J/92 Upstart, had a perfect score for the regatta hosted by Island SC, Cowes, winning all four races and awarded the J-Cup for their performance.

In the J/92 class, David Greenhalgh's Hamble-based J/92 J'ronimo claimed second place and Robert Salter's J/92 Jackdaw was third. Top-performing J/80 was Rachel Hunt's Hamble-based Jumblesail.

Stuart Sawyer's Cornish team racing J/111 Black Dog was the winner of IRC A and the J/111 class with Londoner Chris Body racing J/111 Icarus into second and Cornell Riklin's Lymington-based J/111 Jitterbug third.

In the Lifedge J/109 National Championship, the 17-boat fleet had an intense battle, with Ian Nagle's Royal Cork YC team aboard Jelly Baby taking the crown. Tony Dickin's Hamble-based Jubilee claimed second with Alan Bennett's Dorset team racing Blue Jay of Poole third.

In the J/70s Geoff Carveth helming Gill Race Team produced text book starts, power upwind and scorching speed off the breeze; the team scored six bullets to win by a handsome margin.

Ian Wilson, owner of Gill Race Team, described the sailing as "awesome, off the scale".

"We were a little bit worried coming out today, as we could see standing waves," he said. "But once we got out there and started to send it... well I am speechless. I spoke to Geoff after racing and we agreed it was one of the best

days we have ever had on the Solent."

Jamie Holmes' J/70 Jika blotted Gill Race Team's perfect scoreline, winning the penultimate race, while Patrick Liardet's Hamble-based J/70 Cosmic claimed third and the Corinthian prize.

Paul Ward racing Eat, Sleep, J, Repeat won the inaugural J/88 National Championship while Stewart Hawthorn's Ji Fi scored six podium finishes to place second, just a point ahead of David Apthorp's J/88 J-Dream.

Andy Howe's team racing Blackjack II meanwhile became the new Fastnet Marine Insurance J/97 National Champions, scoring three bullets in the five-race series. But it was far from easy for the Hamble-based team: every race was won by seconds. Norwegian skipper, Ole Bettum racing J/97 Alamara B III claimed second, edging ahead of Richard Sparrow's J/97 Only Magic on countback.

J/24 Europeans

Duncan McCarthy from Poole in Madeleine won the J24 European Championship at La Crouesty, Arzon in France, with Mike Ingham from the USA retaining the J/24 European Open Championship.

Seven on-the-limit windy, but sunny, races were completed before the wind shut off for the final day; 2014 European champion Frank Schonfeldt (GER) was third European overall, while second overall in the European Championship was Daniel Frost, also from Germany.

Six Metre Worlds

In a light airs showdown, local hero Yann Marilley and the crew aboard the 1981 Pelle Petterson designed FRA177 Junior, claimed the



International Six Metre World Championship hosted by the Société Nautique de la Trinité-sur-mer.

The Classic Division had an equally close finish in which Peter Hoffman's elegant 1948 Olin Stephens-designed US83 Llanoria, helmed by Eric Jespersen, was ultimately victorious ahead of Andy Postle's GBR22 Titia, a 1952 David Boyd design.

SB20s at Torbole

The second Grand Slam of the season for the SB20 fleet had 26 boats from eight nations competing at Torbole, with former Olympic sailor Rodion Luka, sailing for the Ukraine, taking an impressive win.

His 'Skyline' team from Kiev Racing YC won four of the eight races, taking second in another three and discarding a third place, to win overall by nine points.

In second was the Italian 'Protect Tapes' team, helmed by Ian Ainslie, on equal points with SB20 class president Edward Russo's French 'Black Magic' team in third overall with the order decided on countback.

Graduate Nationals

With four bullets from a six-race series at Chipstead SC in Kent, locals John and Jamie Clementson became the clear winners of the Graduate Nationals.



Second place overall in the 26-boat fleet went to fellow locals Bob and Maggie Murrell and third were Ben and Gabe Hill from West Lancs.

Buzz Nationals

Matt Butler and Frankie Cook from Stewartby SC – with three first places out of four races – won the Buzz Nationals at Warsash SC in a 15-boat fleet. Second overall were Julian Miles/Iain Christie (Mountbatten) ahead of Neal Gibson/Keith Macey (Redoubt). Despite a dreadful forecast the event attracted the highest entry since 2006.

Scottish IOMs

The Scottish District IOM Championship at Castle Semple was won by Chelmsford's Phil Playle while Ali Law was crowned Scottish champion.



Eala of Rhu clinches Scottish IRC Championship

In her first appearance at the Old Pulteney Scottish IRC Championship, Swan 45 Eala of Rhu swooped on the overall crown.

The regatta, organised by Mudhook YC on the Clyde, lost day one to storm force winds, then had a more summery vein on day two for three good races in challenging airs.

Co-owned by Jamie McGarry and Colin Moore, Eala was the largest yacht lining up in IRC Class 1. But that size and power, offset by her handicap, meant she had to keep plenty of clear

water between her and rival Aurora, Rod Stuart and Bill Ram's Corby 37. A tough call in an 18-25 knot westerly.

Although Eala took line honours in all three races, Aurora took first blood in race one on corrected time. Pushing hard, Eala and her 14-strong crew reversed this in race two for a seven second win on handicap in a battle lasting less than 55 minutes.

The Thomson brothers' Sloop John T, the seasoned Swan 40 campaigner, was also in the hunt – triumphing

in the final race of the day.

Helmed by McGarry, Eala though had done enough to lift the overall IRC1 trophy with a first and two seconds, and with it the Old Pulteney Scottish IRC Championship title.

IRC2 victory went to Craig Latimer's J92 The Wildebeest V, while the CYCA class, an all-Sigma 33 affair, was won by Donald McLaren's team on board Sigmatic. The Etchells trophy went to Ian Marshall on Mayhem and Sonar victory to Stewart Gibbs' Arrow.

D-Zero designer wins inaugural Nationals

The inaugural Suntouched D-Zero Nationals, held alongside the GJW Direct SailFest at Calshot Activity Centre, attracted 27 competitors – with Dan Holman securing his name not only as the class designer but as the first national champion.

Light winds on day one saw Holman taking the first bullet and David Summerville the second, sailing the shifts and tacking on the pressure for the win, while Holman sneaked up to second and so took ownership of the Wave Clothing yellow jersey.

The wind built steadily to a Force 3 with gusts up to 17 knots for day two, with the D-Zero revelling in these conditions to make easy work of the Solent chop, and Holman took three bullets to retain the yellow jersey.

On the final day the wind gods again played ball, with a gentle but workable Force 2, and Holman once more showed blistering pace, as some highly tactical tussles played out between David Summerville and Stuart Jones.

Ian Morgan took second overall counting a string of second and third places, while Summerville succeeded in taking third overall just one point ahead of Jones.



Craig & Pygall crowned B14 Champions

The Seavolution B14 Nationals at Stokes Bay SC kicked off with a breezy first day and a bullet for Whitstable Marine (Nick Craig/Tom Pygall), who would ultimately secure victory in a close fought regatta which had five winners from the seven races.

Day two had a Force 3-4 building to a Force 4-5 for four more races, with Craig/Pygall adding a 3,2,2,1 to their scoreline, while the battle for second remained wide open with three boats in the hunt, including P&B South (Ben McGrane/Ollie Wells), now third overall just a point behind Blue Badge (Mike Bees/Martin Worth).

With the wind whistling through the rigging for the final day, the fleet hit the startline at full power in 20 knots and short sea for races six and seven and the battle continued.

Craig/Pygall took a second and discarded a fourth for the title counting 11 points, while a 3,1 saw McGrane/Wells into second overall on 17 points, one point ahead of Ullman Sails (Mark Watts/Chris Bishop), whose final day 1,2 put them onto the podium.



FRANCESCO TOGAZZI

RS Feva Europeans

The RS Feva European Championships at Lake Garda, sponsored by Magic Marine and Hyde Sails and hosted by Circolo Vela Gargnano, attracted 81 teams from 11 nations.

A light and shifty first race saw British teams at the front led by last year's overall silver medallists and junior European champions, Jack Lewis and Lucas Marshall, with Freya Black and Hatty Cage snapping at the boys' heels.

Four races on day two then saw the fight thrown wide open, with four nations inside the top eight. GBR's Daniel Lewis and Tristan Payne took the lead as the girls consolidated second.

The final day had two morning races in a dying northerly, with Lithuanian team Simonas Jersovas and Kajus Oskutis shooting up the score board from 13th to sixth overall.

It was a close-fought battle at the front as GBR's Jack Lewis/Lucas Marshall snuck back into the lead – only beating the British girls Freya Black/Hatty Cage on tiebreak – to be crowned RS Feva European Champions, and first juniors for the second year running.

Third were GBR's Daniel Lewis and Tristan Payne ahead of two Italian teams.

RS FEVA NATIONALS TEST SAILORS AT RUTLAND

Brothers Fin and Dan Armstrong took the PA Consulting RS Feva National Championship title in an 89-boat fleet at Rutland SC. A full range of conditions tested competitors, with a two-day qualifying series determining the gold and silver fleets for a final day series.

The first day saw high winds and a number of retirements but team Armstrong made it look easy by taking a perfect



PETER NEWTON

score away from the day, with the Jameson brothers also having a strong day to sit second overnight ahead of Matthew Leckie and Izzy Bristow.

Light winds on day two saw the Jameson brothers give it their all to knock the Armstrong brothers off their perch, with Rory Odell and Joshua Bonsey now chasing in third.

Then an increasing breeze for an intense four-race final series saw the Armstrong brothers resume their string of firsts, letting no-one past them to win with a race to spare.

Iain Bird and Jake Hardman took a string of seconds and a third to shoot up the scoreboard into second overall, with Odell/Bonsey taking bronze, Daniel Lewis/Tristan Payne fourth and Henry and Rupert Jameson fifth.



POLLY HANCOCK

Three Rivers Race

The 55th Navigators & General Three Rivers Race, hosted by Horning SC on the Norfolk Broads, saw 104 starters for this classic endurance race.

Starting on Saturday morning, the day began with a pleasant breeze and sunshine before clouding over; the breeze steadily dropped during the afternoon to be flat calm by nightfall. Thankfully a moonlit night, the lull did not last long, and the winds gently picked up again ensuring that all the

competitors were home somewhat unusually by 8am. The first boat home was Thames A Rater Lady Jane at just past 10pm, in ninth overall.

Despite an impressive dinghy turnout it was the year of the cruisers, with first and second place going to Beth helmed by Glynn Howarth and Moonraker sailed by Chris Pank respectively, both finishing shortly before midnight. Third was Yarmouth One Design Helen sailed by Peter Bainbridge.

Runaway winners at Squib Gold Cup

The Squib Gold Cup was raced at the Royal Corinthian YC on the rivers Crouch and Roach with 20 competing boats.

A Force 3-4 from the north-east saw a bullet for Phil Aspinall and Howie Enkle, before Nigel Grogan and Ian Keely, showing good speed and tactics in the shifty conditions, took the next three race wins.

A sunny start on day two with a Force 3 from the south saw Lady Penelope - Malcolm Hutchings and Andy Ramsey - return to her more accustomed position

at the front of the fleet in race five, while a second for Grogan/Keely further strengthened their grip on the regatta.

Simon Sanders celebrated winning race six, until it was pointed out that this was further confirmation he should move up from silver to gold fleet. Another second for Grogan/Keely made their position unassailable, but this did not stop them from winning race seven just to be sure. The wind then gave up and second overall were Marc Rawinsky/Nic Tolhurst ahead of Hutchings/Ramsey.

Welsh Topper Championships

Llandegfedd SC hosted the Welsh Topper Championship in the club's new facilities following its reopening in April, with Tom Renny emerging victorious but acknowledging the closeness of the

six races and the quality of the fleet.

English sailors Morgan Archer and Hakan Digby were second and third.

In the 4.2 fleet, Welsh sailor Benjamin Jukes-Bennett showed his speed and consistency by taking six bullets.



WILL WILET

TOPPERS AT WINDERMERE

Bassenthwaite SC hosted the Topper North-West Championship with a 20-strong fleet and a range of conditions, with Windermere School's Joe Baker taking the overall win ahead of West Lancs YC's Samuel Cooper and Molly Nixon, in second and third respectively.

GP14 Masters at Chase SC

Unforgiving breezy conditions for the GP14 Masters Championship at Chase SC saw locals Graham Flynn/Adam Froggatt taking two firsts, then continuing their form as the breeze abated overnight to a Force 3-4 to take a third bullet and the title with a race to spare. Second overall was Richard Instone/Jim Toothill (Blithfield) with Justin Jones/Chris Anderson (South Staffs) third.

Xenon Nationals

Bewl Valley SC in Kent hosted the inaugural Xenon National Championship over two days of contrasting conditions, with breeze and light airs to put the fleet through its paces. Locals took the top three spots with Graham Lawson and David Brewer first overall ahead of Dave Radford/Richard Hayden and Nicola and Jonathan Griffiths.

Clevedon Town Plate

Light and variable winds for Clevedon SC's Town Plate pursuit saw Phantom sailor Phil Isaac steadily close the gap on the boats ahead, catching Martin Gibson (Laser) a few minutes before the end of the race to take first place overall. Third was Richard White and Kelly Hewlett (Firefly) and first cadet was Grace Cherry (Topper).

British Moth Sea Championship

Sixteen sailors competed in the Fowey Five British Moth Sea Championship, with conditions ranging from wet and blustery to sunny and nary a wind. Roger Witts took four firsts to become the unassailable champion, leaving the final race for the minor placings, with Andy Mathews securing second overall and Colin Hall third.



PAUL WITTH

Hunter Formula One Nationals

The Hunter Formula One Nationals at Rutland SC had a mix of conditions over three days to test the fleet, with last year's champion, Chris Wright's Kingfisher, showing her pedigree with four bullets and three second places to retain the trophy for another year.

Swallows at Itchenor SC

The Norman Moore trophy – a highlight of the year for the Swallow class at Itchenor SC – saw close racing over two days for a 20-boat fleet. First overall was Marengo (Carolyn Brigg, Sue Glover, David Sloper) by just a single point, with Skua (Harry and Prue Roome, Helen Williams) second overall ahead of Darter (Kit Glover, Alice Hues, Connor Myant).

Osprey Welsh and Midlands

The Osprey Welsh and Midland Championship at Tata Steel SC had two breezy races followed by a more benign Force 2-3 on day two for three more. Weymouth YC's Terry Curtis with crews Alex Shaw and Gareth Davies took the title with six points, just one ahead of Aldenham's Paul Heather and Jonathan Osgood, with locals Ros and David Downs third.

Albacore Inlands

Scaling Dam's Judy and Paul Armstrong arrived at South Cerney SC near Cirencester to defend their sixth consecutive Albacore Inlands title and did not disappoint, winning four of the six races and retaining the silverware with one to spare.

Closest boat to them was Nev Herbert and Mark Fowler, who won races five and six, while third overall was taken by Mathew Metcalfe-Smith and Steve Green.

Scorpion Southernns

Despite a fickle wind for the Scorpion Southernns at Sidmouth SC, RO John Keast and his team succeeded in running six good races, with an emphatic first overall going to Pete Gray and Rich Pepperdine (Stanton Harold) counting five firsts. Second was Ryan Buchanan and Alex Hayman (Hamble River) with Tom Jeffcoat and Simon Forbes (Notts County) third.

NSSA Inlands at Datchet Water

The Kent team took first place in all the main fleets at the NSSA Inlands, Datchet Water SC, but local sailor Daniel Chattock prevented a totally clean sweep by winning the Rookie fleet.

RS Feva sailors Michael and Sam Dyer won the handicap trophy beating the RS Tera of Matt Taylor from Colchester High School and the National 12 from Cambridgeshire sailed by Thomas Procter and Henry Hutchinson.

In the Toppers, first went to Morgan Archer ahead of fellow Kent sailor Pierce Seward, with William Penny from Horning SC third, while in the Radials, Stan Chick beat local Sol Thornton into second with Cambridgeshire's Harry Moffatt third.

Sir Kenneth Preston Trophy

The 21st regatta for Sir Kenneth Preston Trophy was won by Shaun Frohlich, David Bedford and Duncan Truswell sailing Exabyte in the 17-boat Etchells fleet.

With insufficient wind on day one, the regatta was settled by three races on day two in a strengthening breeze, run by the Royal Yacht Squadron race officer Colonel Tony Singer and his race team with military precision.

Willie McNeil, returning to the Etchells fleet this year with his new boat Hancock, claimed second overall just one point behind Frohlich, and was the first ISAF Cat1 Corinthian crew. Ante Razmilovic on Swedish Blue matched McNeil's 12 points but on countback was third.



PAUL WITTH

Myth of Malham

A tense and tactical race saw 141 yachts racing from Cowes in the Royal Ocean Racing Club's Myth of Malham Race around the Eddystone Lighthouse.

The complex tidal flow along the 229 mile course was a crucial part of the race.

The winner was G ry Trentesaux's French JPK 10.80, Courrier Du Leon, following a tremendous battle with Nicolas Gaumont-Prat's French First 40.7, Philosophie IV; after over 36 hours of racing, Courrier Du Leon won by one minute and 26 seconds on corrected time.

Mikey Ferguson's IMOCA 60, Artemis Ocean Racing took line honours and the IRC Canting Keel Class, IRC Zero was won by Piet Vroon's Tonnerre 4, and IRC One by Mike Bartholomew's South African team racing GP42 Tokoloshe II, in third overall.

In IRC Two, the winner was Andy Theobald's J/122, R&W, while the Two Handed Class was taken by Louis-Marie Dusserre's French JPK 10.10 Raging Bee.

DE GUINGAND BOWL RACE

A good mix of 89 British and French yachts started the Royal Ocean Racing Club's 146-mile De Guingand Bowl Race to a sunny Cherbourg, with French JPK 10.80 Courrier du Leon sailed by G ry Trentesaux taking a third win in the RORC Season's Points Championship.

Le Havre skipper Noel Racine, racing JPK 10.10 Foggy Dew, was the winner of IRC Four and second overall. British success came for Nick Jones from Chichester racing First 44.7 Lisa. Nick and his team won IRC One and were third overall.

Enterprise Masters at Ogston

Twenty-seven Enterprises registered for the Noble Marine/Allen Brothers Master's Championship at Ogston SC, where a breezy first day had many capsizes and some risky gybes, with Mark Lunn and Steve Blackburn taking four bullets.

A slightly calmer but shifter Sunday saw different race winners in Jonathan Woodward/Karen Alexander, Jane and Nick Scutt, and John Blundell/Steve Graham, while the leading boats did not have the cleanest day's racing, making it extremely close for the title.

Overall Lunn/Blackburn did enough

to take the title by one point from Tim Sadler and Richard Sault, with Alan Johnson and Paula Fisher in third.



PEAK DINGHY



DEBBIE KITE

Cadet decider: close at the top

Forty-three Cadets competed at WPNISA for the Zhik-sponsored Clemenson Nautilus Trophy, the third and final qualifier for the Worlds; Lainey and Cally Terkelsen took the overall win from Daisy and Hamish Collingridge, with Jamie and Bettine Harris in third, with all three teams on 12 points and separated on countback.

Solo Southern at Bough Beech

A 45-strong fleet of Solos converged on Bough Beech SC to contest the southern championship sponsored by Rooster Sails. In a moderate north-easterly Ben McGrane took the first bullet, John Reed the second,



Pete Mitchell the third. But it was Martin Fray who took the title with a consistent pair of second places, with Pete Mitchell counting a 4.1 for second overall on equal points with Ben McGrane counting a 1.4 for third overall.

Eastern Teras

A record 36 entries for the Virtual Rigger RS Tera Eastern Championships were kept on their toes with a shifty breeze over an eight-race series. First overall in the Sport fleet was Matt Taylor ahead of Tristan Richardson and Andreas Purse, with the Pros won by Will Caiger, with Matt Smith second and Oscar Cubitt third.

Weta Swarm at Weston

A dozen Wetas gathered at Weston SC in sunshine and a fresh breeze for their first-ever regatta weekend, which was therefore designated 'the Nationals'.

A lighter and flukier wind on day two, suited the singlehanders, and George Morris took two wins which, with a discard available to nullify his previous day's seventh place, was enough for the championship.

The weta is the world's largest insect and gatherings of the class are known as swarms.

Shadow Nationals

The three-day Shadow National Championship at Eastbourne Sovereign SC was reduced by bad weather to a single day, which had challenging but sailable conditions.

Leadership of the event passed between Robin Leather and Paul Tanner with both on equal points at the end. Paul Tanner was awarded the title after winning the last race, powering through the building gusts. Third overall was Rob Forrester.

GP14 Scottish Area Champs

The GP14 Scottish area championship attracted 18 entries to Castle Semple SC near Glasgow, with great conditions making for close racing; Mark Fleming and Seonaid Young from South Staffs SC took the overall win by just two points from club mates Dave Young and Annette Fitzpatrick, with local boat Arthur Logan and Iain Hardy third.

Comet Trio Inlands

Sunny weather and high pressure for the Comet Trio Inlands at Cotswold SC saw Adrian and Tracie Padro mastering the light winds with four wins in five races to take overall victory.

SW Sigmas

The inaugural yachtgrandprix.com Sigma 33 South West Championship at St Mawes SC was dominated by Excel, skippered by Toby Claridge and John Fox, winning all four races.

Houghton Cup

Crouch YC's Houghton Cup from Harwich to Burnham over a 44-mile course had 15 starters in blustery conditions, with the overall win going to Angus Bates' J133 Assarain IV.

Flying Fifteen Northerns

Dovestone's Andrew McKee and Richard Jones won the Flying Fifteen Northerns at Royal Windermere YC counting a fifth and a hat-trick of bullets from the five-race series, ahead of club mates David McKee and Andy Weatherspoon, with locals Nigel and Gavin Tullett third.

River racing at Bourne End Week

Bourne End Week at Upper Thames SC saw five days of racing with plenty of wind and sunshine, and sponsorship from Aberdeen Asset Management, Squire Furneaux Volvo Maidenhead, Creation Covers, Virtual Rigger and Andrew Milsom.

The Merlin Rocket River Championship was won by Laurie Smart and Vanessa Pilon, while the Thames A Rater Nationals saw Vagabond – crewed by Ben Palmer, Miles Palmer and Kevin Pearson –

taking six firsts from eight races to beat last year's winner Adventurer into second place. Adventurer (Simon Blake, Jock Wishart and Jamie Stewart) countered by winning the Queen's Cup on the last day, the vintage trophy donated by Queen Victoria.

There was good class racing too, the winners being Peter and Beth Brewer (Wayfarer); Alex Pausey and Matt Bowen-Rees (N12); Katy Meadowcroft (RS Aero, Fast Handicap); and Garth Thompson (OK).

FORTHCOMING EVENTS

■ **1 August**
Monohull dinghies, Club Regatta, Hayling Island SC

■ **1-2 August**
Lightning 368, Sea Championships, Snettisham Beach SC

■ **1-7 August**
Lark National Championship, Saundersfoot SC

■ **2 August**
50th Anglesey Offshore Race, Red Wharf Bay SC

■ **2-7 August**
Signet National Championship, Brightlingsea SC

■ **8-15 August**
Regatta Week, Royal Yorkshire YC

■ **8-13 August**
Sharp's Camel Week Regatta, Rock Sailing and Waterski Club

■ **8 August**
21st British Airways Round Jersey Race, Royal Channel Islands YC

■ **9-14 August**
Squib, Welsh Event, South Caernarvonshire YC
2000 National Championship, South Caernarvonshire YC

■ **10-14 August**
Youth Open Race Week, Hayling Island SC

Monohull dinghies, Bala Race Week, Bala SC

■ **12-15 August**
British Moth, National Championship, Staunton Harold SC

■ **13-15 August**
Cadet Week, Waldringfield SC

■ **14 August**
Junior 6hr Race, Bala SC

■ **14-16 August**
Hansa, UK National Championships, Weymouth & Portland Sailing Academy

■ **15 August**
Cruising Yacht, Race to St Cast-le-Guildo, Royal Channel Islands YC

■ **15-16 August**
Ullswater Regatta, Ullswater YC

■ **15-18 August**
Hurricane 5.9 SX, National Championship, Thorpe Bay YC

■ **15-28 August**
Flying Fifteen World Championship, CN de Crozon Morgat, Brittany, France

■ **16 August**
Cock of the Harbour Open Pursuit Race, Hayling Island SC

■ **16-21 August**
Mersea Week, Dabchicks/West Mersea

■ **17-21 August**
Chichester Harbour Race Week,

Chichester Harbour Federation
Gul Falmouth Dinghy Week, Restronguet SC
Ullswater Week, Ullswater YC

■ **20-23 August**
Extreme 40, Act 6, Saint Petersburg, Russia

■ **22-23 August**
Channel Islands Hobie Championship, Royal Channel Islands YC
Wayfarer Western Championship, Parkstone YC

■ **22-28 August**
Merlin Rocket National Championship, Whitstable YC

■ **23-27 August**
420 UK Nationals, Restronguet SC

■ **23 August**
Youth Regatta, Hayling Island SC

■ **29-30 August**
Monohull Dinghies/Multihulls Open, Royal Tay YC

■ **29-31 August**
RS Aero UK National Championship, Weymouth & Portland National Sailing Academy
August Regatta, Bala SC

■ **31 August**
Last Blast Open Pursuit Race, Hayling Island SC



BART'S BASH COUNTDOWN

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DINGHIES & SKIFFS

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DINGHIES & SKIFFS

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DART 18 5281 Refurbished and ready to sail. Lightly sailed over the last 3 years and largely cruised by the previous owners. Main & Jib, all standing &

running rigging in good condition, trampoline in good condition, double wheeled launching trolley makes beach launching easier. It's too fast for my local pond. Photos available. £850 Tel 07881 379416 (HALIFAX)

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